

13 SEPTEMBER 1973 15p

FREE LOTUS SUPPLEMENT - CHEVRON'S GOLD CUP

AUTOSPORT

Stewart clinches championship in Italian G.P.



The subject of facial protection has been with us for some time now. After a lot of research and development the **IGD Safety Visor** has now become standard equipment for every self respecting racing driver. Road & Racing (Holborn) Ltd. have limited quantities at a discount price for one week only...

A SPECIAL OFFER TO BELL STAR OWNERS*



As
supplied to: **HILL · PACE ·
FITTIPALDI · HAILWOOD ·
REUTEMANN · SCHENKEN ·**
**Plus a host of F1, F2, F3,
F5000 and club drivers
worldwide**

IGD SAFETY VISORS offer the ultimate in facial protection. Constructed from a thermoplastic polycarbonate of 2mm thickness called Macrolon, these visors have been thoroughly tested and proved for all types of racing applications. Polycarbonate material will withstand the impact from a 12 bore shotgun using no. 7 trap shot at $\frac{3}{4}$ choke, fired from 10 metres distance, at this range the shot, which is travelling at approximately 900 mph, will make indentations in the surface of the visor but in no case has it been found to fully penetrate the material. The indentations caused by the impact of the shot resemble raindrops on the visor, and are not opaque leaving visibility unimpaired. This test has been witnessed by RAC officials and members of the press. Polycarbonate is highly fire resistant. The melting point is 375°C, as against normal PVC acrylic which melts at 130°C. The ignition point is 500°C, as against PVC acrylic which burns at 180°C. In addition the polycarbonate visor when burning gives off non-poisonous inert gas which tends to extinguish the flames as opposed to normal visor material which can give off highly poisonous chlorine gas when ignited.

* Owners of certain Trackstar, Hap Jones and AGV Integral Helmets can also take advantage of this special offer. As this requires a special fitting this service is only available to callers No mail order.

£3.98 Inc. VAT
and P&P

We regret that this offer must
be limited to a maximum of
three per customer.

Please send ***IGD SAFETY
VISORS** for **BELL HELMETS**

Name _____

Address _____

I enclose a cheque payable to
to the value of: £ _____

ROAD & RACING (HOLBORN) LTD.
Road & Racing (Holborn) Ltd.
8 Proctor St., London WC1.

* Maximum
of three.

IGD Visors
are supplied by:
Gordon Spice Ltd.
12b Central Trading Estate,
Staines, Middlesex.

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

September 13 1973 Volume 52 No. 11

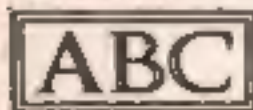
CONTENTS

- 2 Pit and Paddock
- 8 Italian GP: Stewart takes championship
- 20 Interview with Ken Tyrrell
- 22 Norisring F2: A surprise Motul 1-2-3
- 24 Purely Personal
- 25 Brands Hatch: Noel Edmonds stars
- 26 New Car: Series 2 Jaguar and Daimler
- 27 Oulton Park: Gethin wins Gold Cup
- 32 Pocono: Brian Redman untouchable
- 35 Rallycross: The past and future
- 43 Cadwell Park: MacLeod increases lead
- 44 Silverstone: Henton triumphs in F3
- 47 Correspondence
- 49 Special Stage
- 50 Manx Rally: Boyd wins—Clark retires
- 52 Phoenix Park: Reid's Irish Grand Prix
- 54 Harewood: MacDowel scores in the dark
- 55 Sports Extra

Adequate safety precautions? As seen at Cadwell last Sunday.



Publisher: Simon Taylor
Editor: Richard Feast. **Deputy Editors:** Ian Phillips, Robert Fearnall. **Technical Editor:** John Bolster. **Rallies Editor:** John Davenport. **Assistant Editor:** Bob Constanduros. **Assistant Rallies Editor:** Ian Sadler. **Northern representative:** Ian Titchmarsh. **Midlands Representative:** Derek Hill. **Overseas Editor:** Pete Lyons. **European Editor:** Patrick McNally. **Assistant Overseas Editor:** Jeff Hutchinson. **Staff photographers:** Peter Burn, Tony Osborn.
Advertisement Manager: Derek Redfern. **Advertisement Director:** Colin Martin.
Correspondents—Scotland: Bill Henderson. **Northern Ireland:** Esler Crawford. **Eire:** Brian Foley. **Italy:** Alan Phillips. **Australia:** Geoff Harris. **New Zealand:** Peter Greenfield. **South Africa:** Dave Clapham. **USA:** Gordon Kirby. **Canada:** John Hanco. **Argentina:** Dr Vicente Alvarez. **Brazil:** J. A. da Silva Ramos.
Published every Thursday by Autosport, Haymarket Publishing Ltd, Gillow House, 5 Winsley St, London W1. Tel: 01-636 3600. Subscriptions and back numbers: Craven House, 34 Foubert's Place, London W1A 2HG. Tel: 01-636 3600. Annual subscription: £10.10 (home); £10.40 (overseas). USA and Canada \$27 (£10.40). Airmail rates on application.
Text printed in England by David Brockdorff Ltd, London E17 and Harlow, Essex. Cover printed by B. R. Hubbard Ltd, Callywhite Lane, Driffield, Sheffield. Registered at the PO as a newspaper.



Member of the Audit Bureau of Circulations

AUTOSPORT, SEPTEMBER 13, 1973

EDITORIAL

Jackie Stewart drove one of the finest races of his F1 career at Monza in the Italian Grand Prix last Sunday to finish in fourth place; the three points gained for the placing clinched his World Championship title for a third time. Stewart's incredible drive on Sunday took him from nineteenth to fourth after an early pit stop and saw the lap record smashed time and time again and convinced those that did not already believe it, that he is undoubtedly the best driver in the world at the moment and a most worthy champion.

Whether he retires or not at the end of this season, his record in the nine years in which he has been in Formula One is one of the most outstanding of all time. He has competed in 98 Grands Prix, won an all time record 27 times and won no less than three world championships, a total only exceeded by Fangio. In his previous years as champion he has done a great deal for motor racing, not only in promoting the sport world wide but in helping to make it safer. In both spheres there is still a long way to go and recent tragedies have perhaps given the sport a setback. It is fortunate that such a character as Stewart is again the focus of attention as he more than any of the other drivers who were in contention for the title, can right the wrong and further forward development. If he does decide to retire now it is to be hoped that he will make an even greater effort off the circuit as the title holder next year.

As well as congratulating Stewart bouquets must also go to Ken Tyrrell and his team, and of course to Cosworth. Tyrrell has been responsible for all of Stewart's championships, first with the Matra in 1969 and then with cars he has constructed himself in 1971 and again this season. In just three full seasons as a constructor in his own right he has two world championships and one manufacturers' title to his credit. This year's manufacturers' title is still undecided but Tyrrell is currently leading it.

Cosworth and Ford add another championship to their unique list. With money provided by Ford, Keith Duckworth developed the Cosworth V8 which made its first appearance in the middle of 1967. Due to the late start it didn't power the world champion that year but since that year it has enabled four drivers to win six championships. Last Sunday was the engine's sixty-fourth win in 81 starts and this year in 13 Grands Prix, it has never failed to propel the first three cars home—a magnificent achievement.

Grand Prix racing has been good this year in that it has been more closely fought than for a very long time. Generally there has been little to choose between drivers and cars and engines, but the fact that the championship has gone to Stewart, Tyrrell and Ford yet again is just reward for their combined brilliance which added together probably makes them the most powerful F1 combination ever known. Let's hope that we shall have the opportunity of seeing all three in action together again next year.

our cover picture

Jackie Stewart leads Denny Hulme at Monza last Sunday when Stewart finished a storming fourth and clinched his third world championship. Pete Lyons' report starts on page 8.

Photo: Philips Photographic

V12 Hesketh F1



Lord Hesketh—"strict budget."

Alexander, 3rd Baron Hesketh, has a fine sense of timing. At Monza on Saturday, the day after James Hunt had damaged the Hesketh March during practice, His Lordship announced that his Formula 1 team would not only be building its own Formula 1 chassis for 1974, but that Aubrey Woods is hard at work on a 3-litre Hesketh V12 to power it, at least in the later part of the season.

"We had to send the March back to England to make sure it was repaired for Canada in two weeks' time," he said, "so I thought it was time to make our plans known, especially as we haven't been in the headlines for three weeks."

The Hesketh-powered Hesketh will undoubtedly capture some headlines, and its owner sees it all as a very serious project. Hunt's excellent first-season GP placings have been responsible for the decision, says Hesketh. "If our best result this year had been something like a seventh or an eighth, then I would have ordered another car for 1974. But James has shown that he's got the capability to win Grands Prix, and to win I feel that you've got to build your own cars, unless of course you can buy something like a Tyrrell or a McLaren or a JPS. That's not possible, so building a car was our only alternative."

Designer of the chassis will be Harvey Postlethwaite (27), the ex-March race technician who has been instrumental in making the Hesketh March such a formidable car in the past few GPs. Postlethwaite's new design will be adaptable for either a conventional Cosworth DFV power unit or the Hesketh V12.

Engine-man Aubrey Woods (45), ex-Weslake, ex-BRM and latterly employed with the abortive Amon F2 and MacNally F1 projects, has already started work. The Hesketh

V12, though slightly longer (but lighter) than a DFV, will slot straight into the V8's engine bay.



Aubrey Woods—engine man.

Chassis work will be undertaken on the Hesketh estate at Towcester, but the engine will be built separately. As Hesketh says, "that will prevent a loss of production time, because the workshop staff won't be able to slope off to the engine shop and listen to the lovely V12 noises on the brake."

The object is to be fully competitive. "There's no point in playing amateur heroics on the back row of the grid, and we don't—and won't—carry any sponsorship, so prize money is very important to us. We're running on DFVs to start the year, and we may well finish it that way. After all, the V12 might turn out to be a museum piece, and I am prepared for that possibility."

Two cars are to be built, and James Hunt will be the team's sole driver. The team will have a strict budget ("If we didn't, then no doubt we'd be up in front of the Official Receiver by early next year"), and Hesketh feels that his exciting new car on the grids will attract the crowds.

"We're in this game just as much to entertain as we are to race, and too many people forget that it's the spectators—who often put up with appalling facilities—who make it all possible. We've got Formula Ford at the bottom of the scale and Formula Ford in Grands Prix, so our intention is to create a new shape and a new sound . . . and to win races."

Harvey Postlethwaite—designer.



Plans for 1974 L&M US F5000

The Sports Car Club of America has released the dates of the 1974 Formula 5000 rounds which may or may not be sponsored by L&M. All races are of full international status and as only two of the 10 clash with World Championship rounds support from Formula 1 drivers is expected. Also, three rounds are being run with CanAm. The dates are: April 21, Riverside; April 28, Laguna Seca (clash with Spanish GP); May 3, Michigan; May 19, Seattle; June 2, Mid-Ohio; June 9, Watkins Glen (clash with Swedish GP); June 18, Mosport; June 20, Sears Point; August 25, Road America; September 2, Pocono.

Apparently the deal between the SCCA and L&M is all but concluded; all that is required is the final OK by L&M's top brass. However, American newspaper reports have suggested that L&M have not been satisfied with crowd attendances—7000 was quoted for Pocono—and may pull out. The deal was almost off for this year when the SCCA were late in announcing the F5000 fixture list.

As in Europe and Down-Under, the American Formula 5000 people have formed an association. It is headed by Carl Hogan, Carl Haas and Joan Clayton of the Epple Wietzes team. Next year's American Formula 5000 rules will be those formulated by the FIA, as in Europe and presumably in Austria and New Zealand for the Tasman Championship.

The SCCA are said to have negotiated for two F5000 races in Brazil in November this year, each with a purse of \$75,000 (about £30,000).

Robin Herd talks to latest Japanese driver in Europe, Motohara Kurosawa (right), at the Norring last weekend. Kurosawa hired a March-BMW and will probably keep it for the rest of the year. F1 next year? Don't discount it.



Modsports men meet

At Brands Hatch last Sunday, John Quick of the BARC called a meeting of all modsports drivers after several had voiced their disapproval at proposed regulation changes for next season.

The BARC recommended certain changes in the regs after several un-named competitors had earlier this year written to Quick's modsports register. With the regulations as they are at the moment, scrutineers are finding it increasingly difficult to check the legality of cars.

Now entrants and drivers want at least one year's advance warning before implementing any changes. To this effect one competitor from each class will be nominated to look into their own class situation, and a meeting of all participants in modsports racing will be arranged to sort out the regulations which it is hoped would be put into force in 1975.

Depailler's US Tyrrell

Ken Tyrrell confirmed at Monza that Patrick Depailler will have his first F1 race of the year in the Canadian GP where Elf Tyrrell will field three cars. Depailler did of course have two F1 outings last year in the French and American GPs with the Tyrrell team and impressed on both occasions. This year he has been confined to John Coombs' Elf F2 team where he has always been amongst the leading runners at all times although has still to win an F2 event. He has been unable to do any F1 as the Tyrrell team wanted to make sure of winning the world championship before taking on an extra driver. Incidentally as stated elsewhere in P&P, Elf have confirmed their support for the Tyrrell team next season.

CSI plan changes for most formulas

The CSI had a major meeting in Milan during the period September 3 to September 7 and a number of important decisions were taken most of which will not be implemented until 1974 or 1976.

The first conclusion was that the new F3 (the 2-litre F3 starting next year) will be valid at least until 1976.

The present 2-litre F2 formula will continue until December 31, 1977 and it will be possible to widen the bodywork up to 130 cms to include, as from January 1974, the crushable structures which do not in fact become compulsory until January 1975. From that date also the minimum weight will be brought up to 500 kgs for safety reasons.

The present F1 will remain valid until December 1975 as will G5. Until December 1975 G5 will remain in its current form, ie, 3-litre prototypes. After that date a merger of G5 and G7 is envisaged.

The present Appendix J remains valid until December 31, 1975. From that date a new Appendix J, already under preparation, will be introduced and will include a new definition of production cars, sports cars and racing car groups. All technical details will be issued at the end of 1973.

The CSI will study a new Formula 1 together with the interested parties on the basis: 1, single seater; 2, increased minimum weight; 3, tyre limitation; 4, no aeroflows; 5, no four wheel drive; 6, air intake restrictor for controlling the power; 7, commercial fuel.

Although the current 3-litre regulations have only been confirmed until the end of 1975 it seems unlikely that as discussions have not yet begun, that a new formula could be dreamt up to give everyone enough time to prepare, much before 1977 or later. Anyway nobody among those involved at the moment seem to want a change.

In order to try to attract more entries to the European GT championship, it has been decided that the minimum production figure of 500 could be manufactured in 24 consecutive months instead of the current 12. Also a new classification for the GT championship will be instituted as from January 1, 1974. The classes will be 1000 to 1600 cc, 1601 to 3000 cc and over 3000 cc.

The conclusions carried out by the CSI further to the accident which occurred at the Dutch GP indicate a total lack of efficiency of the safety services, worsened by lack of communications. The CSI is at present studying the possibility of training marshals on an international basis. For the 1973 season, the safety conditions of the GPs following the Dutch GP accident have been improved by the adoption of new appropriate safety vehicles intended for quick intervention in the case of an accident.

A meeting will be convened in London on September 13 to study the long-term safety measures. Another meeting is planned between the tyre manufacturers, the single seater manufacturers, the drivers and the CSI to determine the measures to be taken

to reduce cornering speed.

During the autumn, the CSI will meet with the representatives of the press, car manufacturers and drivers to settle the problems of pit access for next season.

For safety reasons, and after inspections carried out by CSI representatives, the following decisions have been taken concerning the following circuits: Jarama: all international events cancelled for 1973.

Monthery: all international events cancelled for 1973 and 1974 including the Paris 1000 kms.

Croix en Ternois (Arras): No F1 and F2. No G5, G6 or G7 over 2 litres.

Spa: No F1 or F2.

If the Buenos Aires G5 sports car championship race scheduled for October 21 is cancelled which looks highly likely, no additional race will be added to the calendar. There was a possibility that the race might be transferred to Brazil.

Finally the CSI ratified the dates of F1 and G5 championship events for next year. There are a number of changes from the list we published two months ago and that should now be disregarded.

F1 dates: Argentina, January 20; Brazil, January 27; South Africa, March 3; Spain, April 28; Belgium, May 13; Monaco, May 26; Sweden, June 9; Holland, June 23; France, July 7; England, July 21; Germany, August 4; Austria, August 18; Italy, September 8; Canada, September 22; USA, October 6.

G5 dates: Daytona, February 3; Road America, April 7; Monza, April 25; Belgium (Spa), May 3; Nurburgring, May 14; Imola, June 2; Le Mans, June 26; Austria, June 30; Watkins Glen, July 26; Paul Ricard, August 15; Hockenheim, August 25; Brands Hatch, September 29; Buenos Aires, October 20.

● Following the disc jockey race at Brands Hatch last Sunday, Radio One team captain Dave Lee Travis handed over his responsibilities to easy race winner Noel Edmonds.

● The special saloon car race at Snetterton on October 7 will now be a round of the MCD championship. Interested parties should contact Margaret Powney, Savile House, 14 St Mary's Square, Newmarket, Suffolk for regulations.

● A private vintage car museum is planned at Copthorne, Surrey, by Trojan Ltd, of Croydon. It will be part of a development on a 33-acre site at Effingham Park. A spokesman for the company said: "It will not be open to the public in the ordinary sense but will be open for enthusiasts and rallies."

● US F5000 ace Brett Lunger is almost certain to make his F1 debut in the US GP at Watkins Glen on October 7. He will drive a third UOP Shadow.

● John Pearson, currently one of the top modsports drivers in the country with his ultra quick Jaguar XK120 was seen behind the wheel of a new car at Brands Hatch last Sunday. He was driving the ex-Brodie Elan which now belongs to Victor Raysbrook Motors and which he hopes to be driving for the remainder of the season. Things didn't go too well on his debut as the engine went right off song and he finished well down the field.

There was a running race held at Monza after practice last Saturday for any racing personnel who wanted to enter. With over £1000 prize money at stake the entry was not surprisingly good. Winner of most of the money was Frank Williams (right) who came first. James Hunt was second and Jackie Stewart sixth.



Rothmans continue

At the GEC Stafford MC Rothmans F5000 forum on Monday night, Richard Butler of Rothmans announced that his company would continue to sponsor the European Formula 3000 Championship at least until the end of 1974. Butler said that Formula 3000 promotes the image of Rothmans well.

Other interesting items from the forum included the fact that Jackie Epstein intends to Lola again next year; John Webb envisaged sufficient entries in F5000 for two heats and a final on some of the shorter circuits; and Grahame White said that a complete new 2 litre Chevron sports car—the B26—will appear shortly.

Tauranac's new Trojan

Ex-Brabham bossman Ron Tauranac was at Monza looking over Frank Williams' Iso Marlboro cars on a "guest" basis. Tauranac, who is a consultant designer with Trojan at present, has helped out Williams on previous occasions, but his presence in Italy inevitably leads to speculation that he might be joining Frank for future projects.

Tauranac says that exciting things are happening at Trojan. "I'm just putting the finishing touches to the new F5000," he said, "and with the crush structures which are required for next year's cars Trojan have the basis for building their own F1. Obviously it would need a big outside sponsor to make it all happen, but the car is virtually the same as the one which I designed for myself last year."

Another F5000 manufacturer with a potential F1 on his hands is Eric Broadley of Lola. The "crush-structure" version of the successful Lola T330 is known to be almost ready, and a strong rumour suggests that Graham Hill will be running two Ford-powered F1 Lolas in Embassy colours next year.

Rajah's win

Soony Rajah won the Selangor GP last Sunday driving his Rothmans March 73B. He won the 120 mile race in 1 h 9 m 46.7 s beating Graeme Lawrence's Surtees TS15 by 3.5 s. Rajah, who was competing in Formula Atlantic early this year before lack of finance forced him to go home early, hopes that by winning the lucrative events in Malaysia this winter he will be able to raise enough money to return to Europe for a season of F2 in 1974.

OSELLI FOR PERFORMANCE



MACHINING SERVICES

BALANCING (Same day service by appointment), BORING AND HONING, CRANKSHAFT GRINDING, SURFACE GRINDING, LINE-BORING, TUFTRIDE HARDENING, SHOT-PEENING AND BEAD-BLASTING, CYLINDER HEAD REWORKING AND RECONDITIONING, TURNING, MILLING, HELICOILING etc.

Oseili Engineering houses only the most modern precision machinery to cater for all your machining, engine reconditioning and tuning requirements. Good stocks of Hopolite and Powermax pistons and heavy duty bearings are carried for most makes of car. BMC and Ford race and rally units are built to order and rebuilding undertaken on all makes.

DEVELOPMENT & SETTING UP

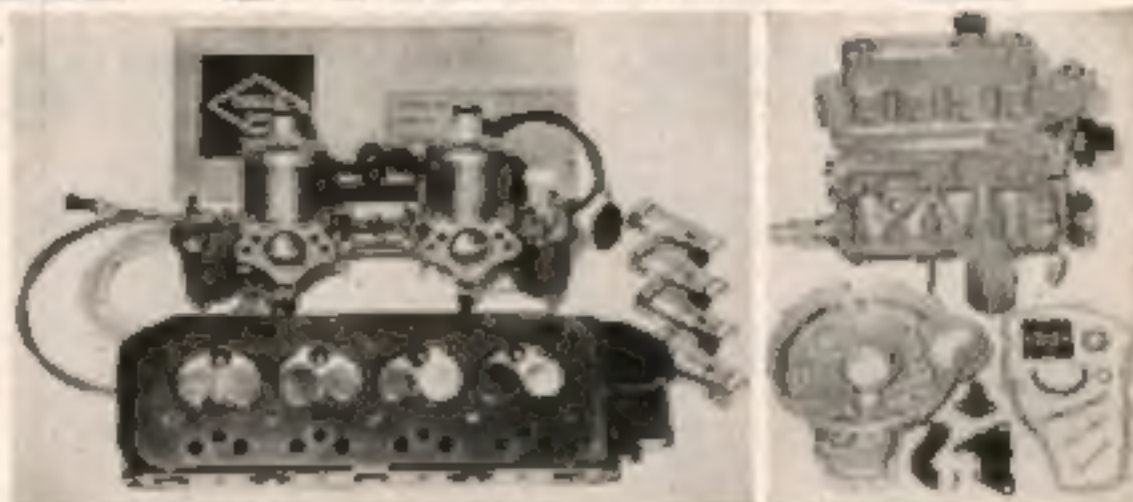
A new Heenan & Froude Dynamometer test cell and rolling road has now been installed both with capacity up to 300 bhp. A service will be available for running in and setting up your engine for tuning your car as from 1st August, 1973. Development work will also be undertaken.

OSELLI ENGINEERING LTD.

INDUSTRIAL ESTATE, STANTON HARCOURT ROAD, EYNHAM, OXFORD.

TEL: EVENLODE 08674 522/545.

Company registered in England. Registered number 099465. Registered office: 16 Suffolk House, Somerton, Oxford.



BMC AND FORD TUNING EQUIPMENT

STAGE 1, 1A AND 2 CONVERSION KITS, BIG-BORE ENGINE UNITS, STRENGTHENED HALF ENGINES, MODIFIED CYLINDER HEADS, WEBER, DELLORTO AND SU CARBURETTOR KITS INLET AND EXHAUST MANIFOLDS, CAMSHAFTS, LIGHTENED VALVE GEAR, STRENGTHENED CRANKSHAFTS, etc.

Well known for our range of BMC engine units and equipment, we have now expanded on to developing an excellent range of Ford equipment, from Stage 1 road conversions to the preparation of full race units including Formula Ford and Twin Cam. Fill in the coupon below and post off for details.

Please send me leaflets and price lists (delete as necessary)

BMC TUNING EQUIPMENT FORD TUNING EQUIPMENT
MACHINING SERVICES CREDIT FACILITY DETAILS

New BMC/Ford Tuning Catalogue available shortly.
Enclose 3p stamp for leaflets or 30p for catalogue (refundable with first order)

NAME

ADDRESS

Ref. A.5.

MINILITE NEW SPORTS WHEEL

light, strong and safe

for only £8.70*

(*exclusive of VAT)

To fit these cars:

B.L.M.C.
Marina
Midget
Sprite
B.M.W.
1600
2002
CHRYSLER/ROOLES
Avenger
180
Plymouth Cricket
Sunbeam Alpine
Sunbeam Tiger
DATSUN
1300
1800 2000
100A Cherry
1800 2000
FIAT
124 124 S
126 126
850 Coupe Spyder
FORD
Capri
Cobra
Cortina Mk. 2 and 3
Escort
Pinto
LOTUS
Elan (4 Stud)
Europe
Lotus 7
Super 7
MAZDA
1200 1300
Capella RX 2

OPEL
1900 GT
1600 Manta
1900 Manta
Olympia
Rallye Kadett
Rallye Manta
Rekord "C"
SIMCA
1000 Special
1204 Special
1100 Standard
TOYOTA
Celica
Corona Mk. II
Corolla
1200 SL
THOR
THUNDERBOLT
2000
G.T.6
Herald 13/60
2-6 P.1
Spitfire
Toledo
Vitesse
VAUXHALL
Firenze
Victor
Viva

Fit the new Minilite alloy Sports Wheel—then step back and watch the crowds gather! There's so much more to Minilites than sheer good looks. The exclusive new design has taken 4 years to perfect and incorporates all the unique experience that Minilite have gained from circuit racing and rally wheels.

If your car is one of those listed it will take the new Minilite 13" x 5" wheel.

They're only £34.80* for a set of four, complete with wheelnuts or bolts, bright hubcaps and self-adhesive balance weights.



Please send me..... set(s) of MINILITE SPORTS WHEELS to fit my car. Make.....
Type..... Year.....
I enclose a cheque/P.O. value (delete if using Barclaycard)

NAME

ADDRESS

Signature

My Barclaycard-number is:

Buy it on **BARCLAYCARD** Extended Credit

obtainable, post free in the U.K. direct from: Dept. MINILITE SWO Tech Del Ltd., 32-36 Telford Way, London W.3 or send for illustrated leaflet.

Monza F1 rumours

Amidst wide and sometimes far-fetched speculation in the Italian press top teams and drivers at Monza remained tight-lipped about who drives for whom, and with what sponsorship, in next year's Grands Prix.

Much of the speculation centered on Jackie Stewart, who was expected to make an announcement after the race. When Stewart turned up, it became apparent that the meeting had been arranged by the organisers, and that Jackie would say nothing other than to promise a definite decision soon after the final race of the season takes place at Watkins Glen in October.

In Stewart's present team, Elf-Tyrrell, two things are settled. Elf announced that they will be staying with the British team for three more years, a decision which was reached at Monaco, and François Cevert will be one of the drivers for the fourth consecutive year. The choice of another driver, according to Elf, is Ken Tyrrell's own responsibility, "but we are sure that we will not be disappointed by whatever arrangement he makes." Tyrrell said at Monza that a third car would be run in Canada and America for Elf protégé Patrick Depailler.

Emerson Fittipaldi has definitely not yet made up his mind about his 1974 team, although it is unlikely that he is considering switching to Tyrrell since he personally believes that Stewart will carry on racing next year.

"The present situation for me is very good," says Fittipaldi, "because I have three very good options. There is no financial difference between them, including the possibility of staying with Colin Chapman." The other two options are strongly tipped as Brabham (with massive Marlboro backing) and McLaren (possibly with Texaco support). Both mooted sponsorships could

well depend on Emerson's signature.

But whichever he chooses, Fittipaldi adds, "it will be the team where I can get the best results. The financial situation will not change anything." Perhaps Sunday's result helped him make up his mind.

Of the confirmed contracts, only those of Ronnie Peterson with John Player/Lotus and James Hunt with Hesketh seem firm. With Clay Regazzoni apparently haggling over the £6000 difference between what he wants from Ferrari and the sum which the Commendatore is prepared to pay, the Italian team is said to be courting both Niki Lauda (supposedly a BRM driver for three more years) and Jean-Pierre Jarier.

Denying Italian reports that Jarier had signed a full F1 contract with Ferrari, March director Max Mosley said "He can't sign because he's contracted to us. Anyway, I know he hasn't, although we have given him permission to talk with Ferrari about driving sports cars if we don't need him for F2 next year."

It seems that Denny Hulme will continue with Yardley and McLaren, though Peter Revson is reported to have had an attractive offer to switch to Dan Gurney's new Formula 1 Eagle team. Carlos Pace, in spite of his continuing Surtees contract, was seen being entertained by UOP, whose Can-Am car he drove last year.

Probably the most interesting question is Jacky Ickx's choice of team for 1974. In the event of Stewart retiring, Ickx would be an obvious bet at Tyrrell (Ken gave him his first big chance in 1968). Although the revised Ferrari B3 showed reasonable form at Monza, Ickx's race was very much on a "guest" basis, and it is unlikely that he will be tempted back to the Italian camp.

International circuit owners criticise F1

The Association Internationale des Circuits Permanents, a body consisting of all of Europe's major circuit operators issued a press release at Monza last week saying basically that the cause of accidents at circuits lays not with them but with the constructors.

They brought up all the usual arguments about tyre restrictions and so accused the constructors of making the sport dangerous by not listening to the CSI and their recommendations.

The circuit owners, who as far as we can gather, contain no constructors or any one involved in building cars among their number, still forward their plans for safer cars. They want tyre restrictions, wing restrictions, engine restrictions, all enveloping protection cages, an increase in roll over bar height, more efficient oil catch tanks and an increase in the minimum weight limit.

The AICP have presented these proposals to the CSI as their cure for accidents in F1. This is of course rather disturbing. None of these people seem to have a clue about racing cars but instead of accepting their own deficiencies they are trying to pass the buck. We hope the CSI send their recommendations back and tell them to get on with their own job—making their circuits safer.

Ratcliffe and Goodliffe reform

Harry Ratcliffe and Jeff Goodliffe, the Lancashire tuning and development specialists, who started as BRT Developments, then became BVRT and helped win the European Touring Car Championship for BMC, are branching out on their own again. Their new company is GRV Developments Ltd and will be based at their former premises in Fletchers Road, Smithy Bridge, Littleborough, Tel: Littleborough 77410. The company will specialise in tuning and conversions and will carry out research into pollution control.

Harry and Jeff are being joined by Joe Varley who has been with Autovita Developments Ltd as an engineer. In a statement, they say they have parted on amicable terms with Autovita Developments Ltd who are preparing to mass produce a range of power boats. GRV Developments Ltd will continue to be associated with developing and testing engines for Autovita, but, as a separate company, they will be able to devote more time to individual customers.

On the competition side GRV Developments Ltd, who start with a staff of 11, will sponsor Steve Choulerton in his March in Formula Atlantic next year and the company is looking closely at next year's Group 1 saloon scene. It is not beyond the realms of possibility that both Harry, renowned for Mini exploits and Jeff, former BARC Hill Climb Champion three years in succession, will return from retirement.

Close F5000 championship

With four rounds still left, the Rothmans European Formula 5000 Championship is still wide open although two of the leading contenders will be missing a round. These are Peter Gethin who will not be at the next round at Jyllandsring and Brett Lunger who will miss the Zandvoort race as he will be competing in the final round of the much more lucrative L&M series in the States. Teddy Pilette—the current championship leader—will be at

all the rounds however and at the moment he has just seven points in hand over Tony Dean with Brett Lunger five behind Dean. But with double points at the final round, the next four placemen—Steve Thompson, Tom Belso, Peter Gethin and Keith Holland—still have a strong chance of claiming the title. At the moment the points go from Pilette on 103 to seventh man Holland on 54.

Mazda prepare for racing

Mazda have recently been evaluating a car for a serious attack on G1 next year. Drivers of the rotary engined Mazda RX-3 at the test days have been Keith Holland and Tom Belso. Nothing has been finally decided about a works blessed entry next year as they (along with everyone else involved in G1) await the new regulations for 1974 which are due out this week. However the initial tests have proved very encouraging and

Mazda Imports (GB) are most certainly interested in supporting the venture. They stress that the cars will not be official works entries; a spokesman for the company said "we intend to foster a close relationship with the driver we select."

One interesting factor in their decision whether to contest the G1 championships will be the way the RAC interpret the limited tuning regulations of a piston engine to a rotary engine.

Personalised overalls were worn by many of the disc jockeys at Brands last week. Left to right they are Steve Jones, Tony Blackburn and Emperor Rosko with the bearded Noel Edmonds in between wearing the real thing—he won.



All your weekend sport

CASTLE COMBE

This Saturday's *Daily Mirror* Historic meeting of the AMOC has produced a superb entry for the meeting's first time at the Castle Combe circuit. There are eight full races for all kinds of historic and vintage cars, including a round in the exotic Cussons Classic GT Championship, an Aston v Jaguar challenge, an Aston Martin-sponsored historic sports car race and the *Daily Mirror* historic single seater race. There are many notable entries, among them being Mike Salmon's Aston Project 212, Anthony Hutton's Mirage GT40 and McLaren M1A/B, Philip Dowell's Ferrari 250 LM, Charles Lucas and Colin Crabbe in Birdcage Maseratis, Bob Owen's Maserati T151, Martin Morris and Peter van Rossem in Jaguar Ds, Brian Joscelyne's Aston DBR1, John Roberts' Lotus 16, Richard Bond and John Harper in Lister Jaguars, Hon Patrick Lindsay, Peter Waller and John Venables-Llewellyn in ERAs, Richard Pilkington's Talbot Lago, Alain de Cadenet's Bentley 4½ Blower, Charles Nicholson's Cunningham CR2, Tony Brown and Lord Cross in Cobras, various GT40s and much more exciting machinery.

After morning practice, the first race starts at 2 pm. Admission for what promises to be an excellent day's sport is just 70p.

THRUXTON

Another large meeting in the West Country this weekend is at Thruxton where the BARC have gathered a vast entry for their eight race championship meeting. Star attraction is a Forward Trust Formula 3 round which includes Ian Taylor, Tony Brise, Masami Kuwashima, Mike Wilds, Mo Harness, Richard Roberts, Russell Wood, Buzz Buzaglio, Leonel Friedrich, Brian Henton, Alan Jones and Matt Spitzley—it should make for an exciting 15 lap main attraction.

Saloon cars are well represented by two races each for Britax production saloons and

Forward Trust special saloons. The Britax entries include the Camaros of Richard Lloyd, John Olding, Terry Hall, Les Leston and Robin Poulton, the BMWs of Tony Lanfranchi, Donald Macleod and Roger Bell, Gordon Spice's Capri, Stuart McCrudden's Cortina 2000GT, Bernard Unett's Hunter, Tim Stock and Denis Thorne in Firenzis, the Escort Sports of John Lyon and Ivan Dutton and Les Nash's Marina. The special saloon races are equally well supported with the quick Escorts of Brian Cutting and John Turner, Mick Hill's Boss Capri, Tony Strawson's Boss Capri, Tony Hazelwood's big Daf and Gerry Marshall's Firenze entered for the big capacity race and Payne's Imp heads the smaller one.

An interesting race is the Spreckley thoroughbred production sports round which includes Hutton, Harper and Pearson in Jaguar XKs, Woodcock's TR and Bowler's Frazer Nash. Two other single seater races are included too, those being rounds in the Wella FF (Wentz, Manning, Fox and Harrington heading the entry) and the Silver Cup Super Vee (headed by Litchfield and Morrison) championships.

Sunday's championship meeting at Thruxton promises to be one of best seen at the Hampshire circuit this year with eight championship races. After morning practice, the first race starts at 2.30 pm.

INGLISTON

At Ingliston this Sunday, SMRC's Dicksons of Perth Trophy meeting has attracted a fine mod sports field including the Elans of Jon Fletcher, Mike Nugent and Alec Souter, John Absalom's Ginetta, Johnny Blades' Clan Crusader and Bob Jarvis' Davrian. Other entries in the nine race programme include Tommy Reid's Brabham BT38/40, John Pollock's Brabham BT30, Bob Leckie and Iain McLaren in Brabham BT36s, Doug Niven's Boss Escort and Mini men Andy Barton and Sédric Bell. First race starts at 2.15 pm.

AINTREE

For their Autumn race meeting at Aintree this Saturday, the Aintree CC have gathered a superb entry for their nine race programme headed by the final round in their Esso sponsored mod sports championship. Entries for that include John Pearson's plastic XK120, Hough's Tuscan, Fletcher and Evans in Elans, Jenvey's Midget s/c and Jarvis' Davrian. Other races cater for FF, libre, GT, clubmen's and Mexico and entries include the FFs of Peter White, Richard Hawkins, Ed Wilcox and Stu Baird, Kim Mather's BRM P1538, Jim Crawford's Chevron B25, Jim Charnock's Brabham BT30, Dave Welpton's Chevron B21, John Blackley's Scorpion, Tony Goodwin's Chevron, Chris Meek's Escort, Tony Sugden's Escort, John Chappell's Mini, Vernon Davies' U2, Sid Marler's Gryphon, Frank Sytner's U2, and the Mexicos of Barrie Williams and David da Costa. The first race starts at 2 pm.

There are two clubmen's meetings this weekend too, at Silverstone on Saturday when the Peterborough MC stage their small clubbie and at Brands Hatch on Sunday when the 750 MC will bring the "cheap formulae" back to the Kent circuit. Brands starts at 2.15 pm and the first race at Silverstone is at 1.30 pm.

INTERNATIONAL DIARY

September 12/13
Austrian Alpine Rally (World Rally Championship, round 4).

September 14/24
Tour de France (European GT Championship, round 9, and European Rally Championship for Drivers, round 21).

September 16
Albi, France (European Championship for Formula 2 Drivers, round 15).
Osterreichring, Austria (European Championship for 2 litres, round 7).
Edmonton, Canada (CanAm, round 40).
Imola, Italy (Interserie, round 7).
Dunwoode 500, Dover, USA (NAS-CAR).

September 22
Road Atlanta, USA (TransAm).

September 23
Canadian Grand Prix, Mosport (World Championship for Drivers Formula 1, round 14).
Tourist Trophy, Silverstone (European Championship for Touring Cars, round 8).
Jyllandsring, Denmark (Rothmans F5000 Championship, round 15).
Zolder, Belgium (G2, G4, G8, F3, FV, FSV).

September 29/30
Cyprus Rally, Cyprus (European Rally Championship for Drivers, round 22).
Hockenheim, Germany (F2, G8, FSV).
Tiro, Austria (G2, G4, F3, FV, FSV, FF).

September 30
Montjuich, Spain (European GT Championship, round 10).
Hockenheim, Germany (Interserie, round 8).
Zandvoort, Holland (Rothmans F5000 Championship, round 10).
Seattle, Washington (I and M F3000 Championship, round 10).
Brands Hatch, England (John Player F3 Championship, round 11).
Bathurst 500, Australia (G2).

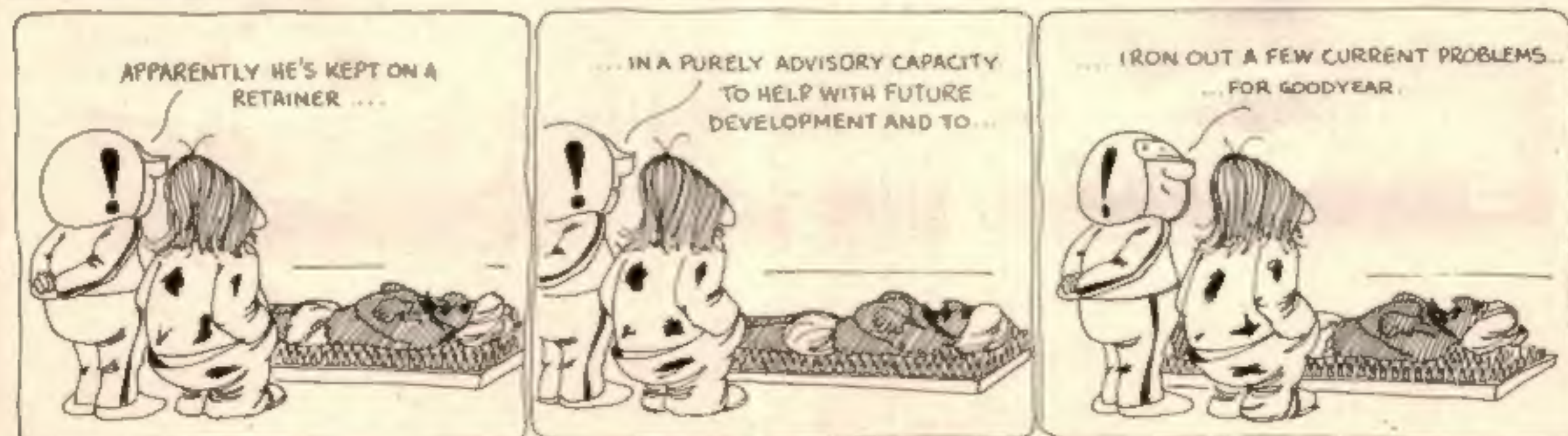
October 3/6
Munich-Vienna-Budapest Rally, Hungary (European Rally Championship for Drivers, round 23).

Journalist Mike Kettlewell (right) presented Geoff Friawell with the BP Man of the Meeting award at Oulton Park last Sunday. Friawell is the only driver to have won the award in each of its three years existence.



CATCHPOLE

By Barry Foley



Shell *SPORT* news14

Shell-right for every formula



Formula 1



Formula 5000



Group 2 Saloons



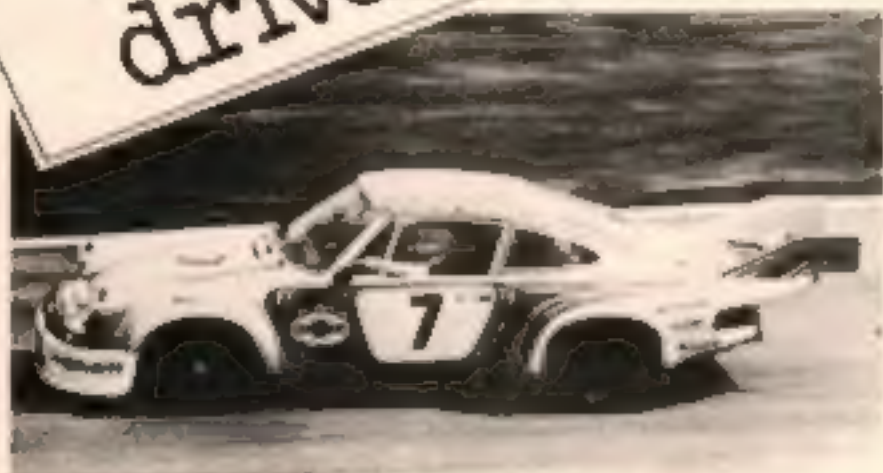
Group 1 Saloons



Prototype Sports



Production Sports



Special Saloons



Stop Press....Over 200 wins by SHELLSPORT
drivers and cars already this year....

Only Shell Super Multigrade has the unique 'muscle molecule'.



Jackie Stewart's drive in the Italian GP will be remembered as one of his best — from a pit-stop he came back to fourth.

ITALIAN GRAND PRIX

Stewart claims title in superb style

By PETE LYONS Pictures by PHIPPS PHOTOGRAPHIC Race data by ALAN PHILLIPS

He's made it. He's champion again now and he did it the right way. He started practice with a headache from his cholera immunisation and carried on with an influenza infection which gave pains across his chest and a hoarse voice on raceday. His car was just plain slow through practice in addition to giving obscure braking troubles. On race morning his planned race engine dropped a valve: there was no good reason to think Jackie Stewart was going to end this particular day as the champion.

He did manage to forge up into fourth place at the start and was holding his own with the other two teams, but then a rear tyre started going soft; the change dropped him far back amongst the backmarkers.

What he did then is the stuff of a legend. He climbed back up the field, whipped by car after car, passing the privateers and the slowest of the works cars; then he carved through the mass of the midfield works cars and then not long before the end he came up to his team-mate in fourth place. Cevert let him by readily, and watched him close on Revson in third place; with four laps to go Stewart clocked the fastest lap of the race, eight-tenths of a second faster than his own qualifying time. There wasn't enough time to catch Revson again — with whom he had been dicing just before his pitstop — although he finished 4½ s behind. But anyway fourth place was enough — it added three more points to his total which was already, before this third-from-last round of the season, the highest points total in world championship history. It was enough because Fittipaldi didn't pass Peterson.

The two JPS men, once Hulme had spun out of the picture with brake trouble, had romped around effortlessly — exactly like their one-two Austrian drive — the difference was that they both finished. The first Team Lotus one-two since Watkins Glen 1967. Another difference was that this time Ronnie didn't let Emerson go by. The two had discussed the situation beforehand and calculated that if Stewart looked like finishing any worse than fourth overall it would be worth Fittipaldi winning — that would have at least given him a fighting chance at the title — but when they were signalled about the Tyrrell's progress they gave up hope. Fittipaldi stayed behind all the way by a scant second, took second place and with it six points instead of nine.

Stewart did everything he had to do — taking as well the lap record and the Siffert Award with his three points — despite the cholera and influenza and brakes, he took his third World Championship. No matter what happens in North America, Fittipaldi cannot now equal Stewart on points.

Jackie Stewart fought for his title fair and square at Monza and won and deserved it. Whether or not he does retire at the end of this season it has been a good one for him. One cannot deny he's great.



World Championship/
round 13

ENTRY

It all started when one of Bernie's Boys threw an oily rag up at the spectators; then, perhaps a touch overwrought by a weekend that had started out with transporter trouble, progressed through a customs hold-up, and then got really wall under way with two massive engine failures, the Brabham team "thought perhaps a drop of water from the hose might help." The spectators, agile youths who had won through police lines, barbed wire-topped fences, a rusting drainpipe and several hundred of their fellows to occupy their choice vantage point on the roof of the garage, defended themselves with the missiles at hand — the red roofing tiles. The bombardment was short but heavy; tiles cracked

around the mechanics, plaster from the ceiling shattered on to the garage floor, and, ultimate outrage, "pieces actually hit the cars!"

A flying squad of policemen was deployed to clear the roof, but it was a short-lived gain. Within minutes a fresh horde of youths was lining the eaves, perched happily like vultures in trees above a kill, arms folded over knees as they reptily drank in the mechanical sights below and stoked their anticipation of the morrow's racing feast. An Italian spectator can get in anywhere, a fence is a mere challenge, and the more barbed wire the better. On the gates into the paddock were hard-eyed vigilant keepers, carefully screening the teeming throngs outside, admitting only those with the proper passes and the biggest autograph books. Meanwhile, on other sides of the area, the tall fence was perpetually aquiver under the strain of athletic bodies clambering over the top. At the same moment, closer in, literally yards from a carefully kept gate but screened from detection by shrubbery and the Ferrari transporter, a hole had been worried in the fence itself and was rapidly being worn larger by a quickening stream of bodies pouring through; it was like the fatal hole in the Titanic. The paddock was majestically sinking under a sea of spectators.

Ahl . . . the ardour for racing in Italy. A small, fat boy, face and shirt streaming wet in the heat, with the eyes of a coyote after a jackrabbit, spots the reigning World Champion and, in a masterpiece of deft weaving through a thicket of thighs, snatches an autograph from the pen of the idol; a quick turn and retreat, a leap high into the air, a loud whoop of pure naked triumph, and he runs at redline to his colleagues to wave his trophy under their noses. Their mouths twist with disappointed envy.

Comfortably atop the shoulders of his father, an even smaller boy watches reptily the different styles of the drivers into the Parabolics. His little fists are clutching an imaginary steering wheel, his little arms are turning that wheel high in the air above his daddy's head, willing those cars through that corner. Regazzoni's BRM scabbles down on the brakes, slashes into the bend, the tail jumps out and Clay's throttle foot is as busy as his hands; at the same instant, up in the crowd, I swear to you that little boy applied opposite lock!

Stewart's Tyrrell rasps along the track, warming up again after a 20 m absence in the pits; the crowd sighs with pleasure and murmure "Ah, la macchina blu." In the jostling scurry of a throng of people practically running to go somewhere, simply because it is in the air to hurry, a pair of men spot the armband of a journalist and instantly engage him in a lively, loud, opinionated—and evidently very well-informed—discussion on the relative chances in the race tomorrow of Stewart and Fittipaldi. The discussion is without a shade of help of shibboleth of either party with the other's language, and doesn't last 15 s. Four hours later the two parties encounter each other again, on the far side of the circuit, and like switching on a tape in mid-reel the debate continues from the point it stopped in the paddock. Wilson Fittipaldi Sr strides briskly along, focus of a battery of speculative stares; a spectator turns to a nearby mechanic with a polite, halting, "Is . . . Papa . . . Emerson Wilson?" The confirmation lights his face with happy reverence and he hurries off for another autograph of greatness.

The air is grey with humidity. The sun is dead. Even under the trees, one sweaters. The trampled grass is gradually vanishing under a snow of discarded bottles, cans, paper cups, cardboard packets. Every water tap is left running permanently, and before each is a permanent queue of wilted people waiting patiently to splash water into and over themselves. A small, brown, frugal sort of man who operates a rustic store piled high with assorted beverages is making a circle around his little open-air establishment, emptying bottles of sparkling mineral water on to the ground.



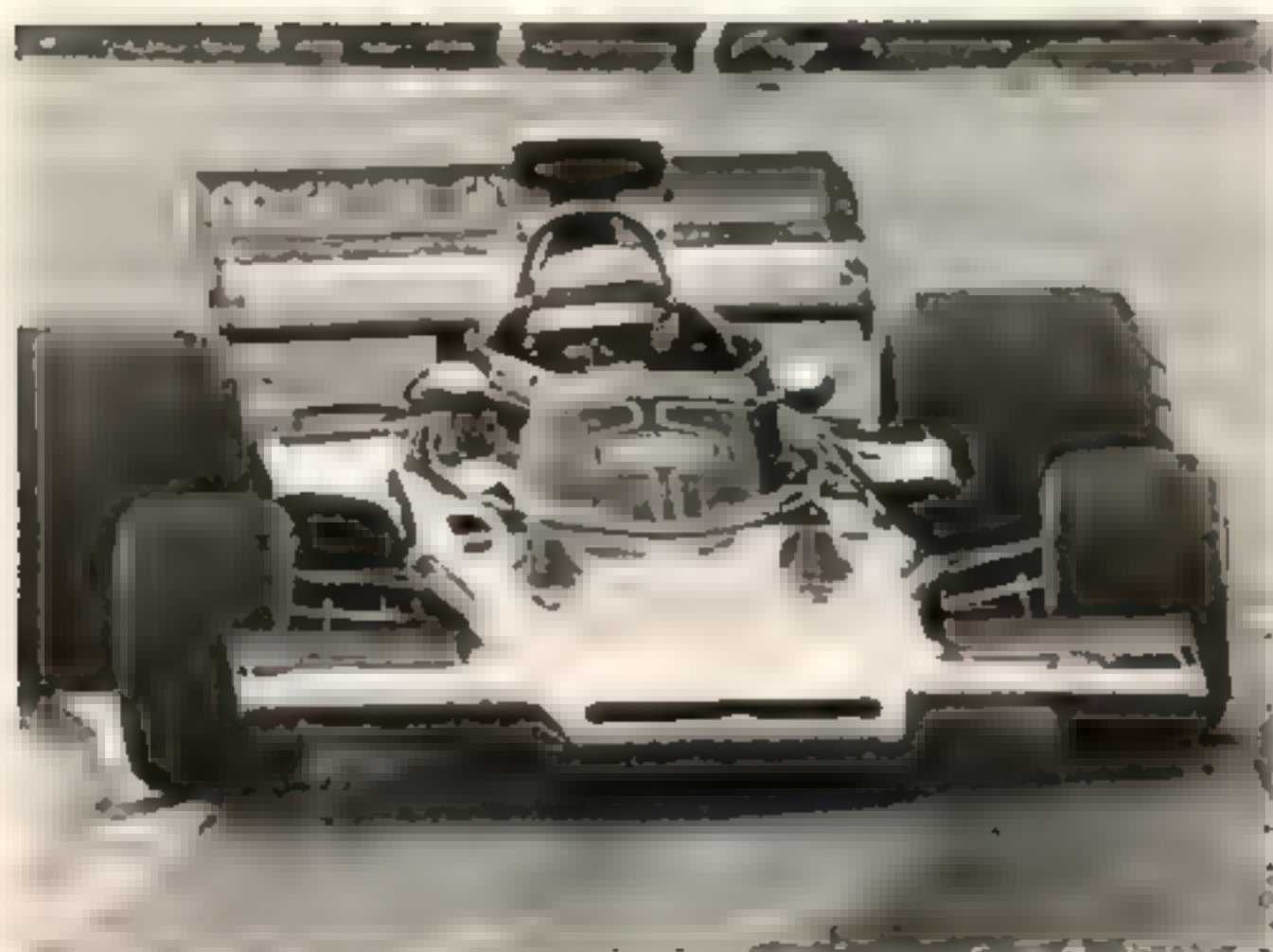
Peterson makes a good start from Fittipaldi, Huina, Revson, Merzario and Stewart.

The Monza municipal park is a place of dwarfed unhealthy trees and ragged uncut weeds. The metalwork of the place is rusting under the old paint. The archaic concrete (like that of the bankings, which are so surprisingly small, fearfully narrow, and so astonishingly steep) is cracked and crumbling. The tunnels under the circuit are low, dim, shiny underfoot and festooned with cobwebs close overhead. The buildings, a catchall of different ages and altered purposes, are by now all settled into the same resigned apathy of too-thick paint and uncleaned grime. From no vantage point along the trackside is very much visible, and the autodrome sprawls over too wide an area to be comfortably walked. Everywhere the persistent wanderer is confronted with unannounced locked gates, forcing him to backtrack as much as he progresses. Merely to enter these shabby grounds (if he was not adventurous and athletic) cost him an incredible price, and to eat and drink here will impoverish his family for a month. Should he (caught by necessity away from bushes or strategically parked trucks) seek to relieve himself, his relief is carefully overseen by a woman whose only activity is knitting, whose only remaining emotion is avarice and whose eyes are as hard as those of a retired "bonfire girl."

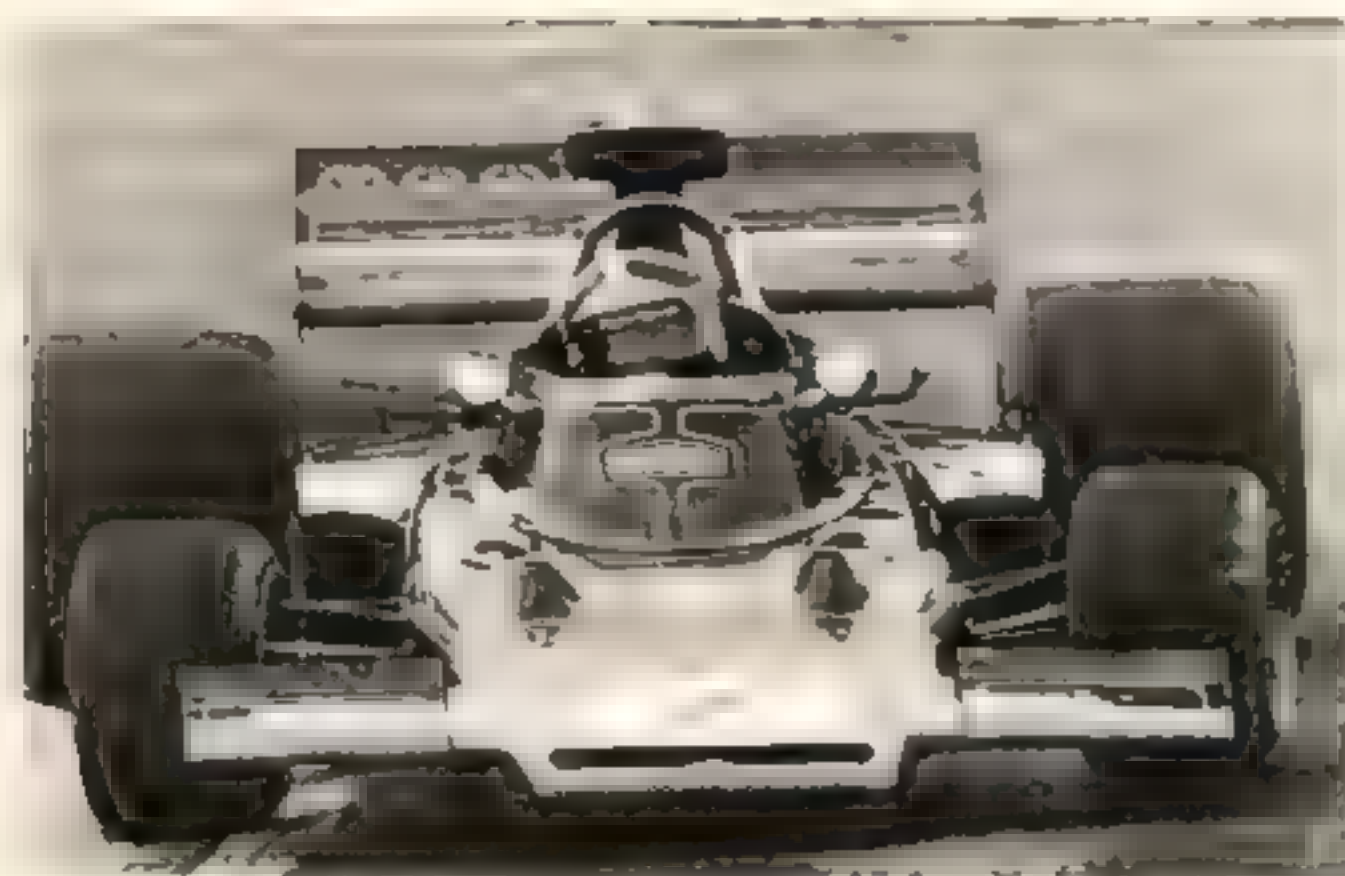
Why, oh why, do scores of thousands of people come to Monza?

To stroll about. To peruse the displays of posters, and embossed ashtrays, and carburettor or steering wheels or gearlever knobs. To visit the large indoor auto-show, two of them in fact, and to stand rigidly in pose to be photographed before a Ferrari, or a Maserati or a Mirage, or a Batmobile Alfa-12. To gaze into the parking areas at Daytonas and Boras and Panteras—and perhaps a Stingray if they're lucky. To walk with the wary unconcern of a matador on a roadway fierce with speeding cars—looking carefully into each one in hopes of spotting a hero. To bring along their motorbike, perhaps a glass-tanked, clip-on-adorned Laverda 750, for the specific and sole purpose of tuning its carburation by a series of full-throttle acceleration runs along that same jammed roadway—one's face carefully set in a theatrical copy of the expression once noted in an old film of Ago as he anxiously sorted out a last-minute drama 5 m before the start of the ride that would decide the championship and with it his place in history. Said expression faltering not a twitch, in fact intensifying the last remaining crease, as one whisks through a formation of remarkably stunning young ladies whose oval faces and olive eyes are

The only thing better than coming in first, is coming in first and second.



RONNIE PETERSON, DRIVER OF THE ONLY F1 RACE CAR



EMERSON FITTIPALDI, DRIVER OF THE ONLY F1 RACE CAR

When your team comes in second, it can be disappointing.

Except, of course, when your team also happens to come in first.

Then it's amazing.

And that's what Ronnie Peterson and Emerson Fittipaldi did in Sunday's Italian Grand Prix.

Peterson, first.

And Fittipaldi, second.

Amazing, yes.

Even more amazing when you consider that between them, they've already won five of this year's Grand Prix. And been placed in many of them.

Now.

We don't wish to take any undue credit. But the fact remains that the fuel these two champions race so brilliantly on is ours.

Ordinary Texaco petrol and Havoline oil.

The very same petrol and oil you can get at Texaco stations everywhere.

Texaco.

It's the other part of the winning combination.





Hulme spins away second place at the first chicane.

themselves carefully set in just that world-wise expression noted the evening before in the poster outside the cinema wherein is playing the new film (under 18 strictly excluded) about The Girl of the Autostrada.

The Italian Grand Prix is one of the very few truly classic motor races—those where one comes not to see the race but to be at it. This was the 44th, and despite the emasculation of the track with chicanes it was still the traditional end of season speedfest. Straightforward motor racing with the emphasis on "motor." At this late stage, when everything as to the championships is virtually settled, the thing to gain for the slow starters of the season was some honour by at last going well before leaving Europe. A good place for it, this flat simple circuit baking in the heat of the Italian sun and of the Italian passion.

Almost nothing in the way of mechanical innovation tainted the pure familiarity of the entry, which was virtually as at Austria. One of the UOP Shadows had been lengthened 4in in the wheelbase by means of a spacer behind the engine, this was an attempt to make the handling more stable and successful enough to make Oliver choose it for the race. Follmer's car again had the four-rod "3rd generation" rear suspension. But seeking to find anything importantly new amongst the rest of the 32 machines in the garages was unrewarding.

The two race-intended John Player Specials were wearing the new low-line oil tank wing mounting. There were three B3 Ferraris on their home ground, all converted identically to "Mk II" configuration—and with Ickx hired back as a freelance. The Elf Tyrrells, like most cars, were equipped with small-size aerofoils and minimal nose spoilers; once again the spare was in chisel-nose form. In the Yardley McLaren camp, Revson had taken over the newest chassis so his old car was now the team spare. The four Brabhams looked clean and a bit of tidying had been done. The Embassy Shadow had been fitted with "second generation" rear suspension. The Marlboro BRM team had four cars, yet another new chassis which was given to Lauda, but the only changes were special small wings. The Surtees-Finas were as before, as were the Iso-Marlbors with the exception of some aerodynamic work at the front to relieve under-car pressure—plus the addition of Ron Tauranac as a development consultant. The Hesketh March—like that of Messrs Clarke, Mordaunt, Guthrie and Duracher and that of the Lec concern—were as seen before, as was the Ensign.

Despite the entry list there was no works March and no sign of any Tecno, but otherwise it was a familiar field. It was a good field, a simple field, a field for whom in many cases the combination of straightforward cir-

cuit and an extra week of preparation towards the tag end of this long season could add up to a good, close, simple motor race.

The track had been unaltered in any significant way, according to drivers familiar with it. It still called for a strong engine, clean high-speed aerodynamics, manageable handling in third gear corners despite minimal downforce (the "Curva Grande" of hallowed reputation was quite easily flat for everyone), and abnormal performance from the braking systems. Four times per lap, including at the two silly narrow chicanes, great speed had to be rubbed off; as slipstreaming is all but unhelpful with modern F1 cars any close dices would likely be won on the hard-stressed brakes. For once the tyre engineers had a relatively easy time and there was little compound-trouble throughout practice.

The weather every day was drenching hot—and the sessions were held earlier in the heat of the day than last year, so it was hard to reach the existing record speeds—so very many shirtless dripping wet mechanics were sent off into paroxysms of stifled swearing over bulky fuel systems. With the heat, the humidity the cramped sleazy facilities (after 51 years it is probably inevitable that some of the electric light bulbs should have burnt out, but why haven't they been changed?), the less than intriguing circuit, and the unceasing milling hordes of unrelenting, fence climbing, autograph-hunting, decal-demanding, souvenir-stealing, shouting, laughing, arrogant, posturing, pretentious, world-wise, ardent spectators—Monza was not an especially pleasant place to be.

PRACTICE

As the cars began ripping the air over the Autodromo and tyres heated up and adjustments were made, the times coming in began to show the nature of the circuit. Revson showed his delight with his "new" car and was the first to go quickly, ending the first 90 minute session in the heat on Friday lunch time with a 1 m 36.75 s—a full 1.1 s slower than Ickx' record of last year, but in turn virtually a full second better than anyone else by the pause. In the next session, however, he improved a bare 1/100th; he was still fastest but Peterson, Pace, and the two Ferrari drivers all but joined him. (At least four unofficial watches reported that Pace had done a 1 m 36.6 s, which would have made the Surtees quickest despite a duff engine, but the officials didn't want to change their minds.) Stewart was not far behind after playing with aerodynamics, then came a sharp lap by Beltoise—who had somehow not been informed of the change of qualifying periods and sauntered into the speedway too late for first practice!

The day wore away to a limp, enervated close with the feeling that there should be

a lot more speed to come. Certain drivers had a bad day, such as Emerson whose car was not handling well—and whose foot, freshly out of plaster, had swelled and was giving trouble again, Cevert who spent the day trying both his regular car and the experimental spare and doing equivalent times in them, the Brabham drivers whose transporter finally arrived late in the day—but not so late that Reutemann's engine didn't find time to blow up before the end!—Follmer whose fuel system was giving so much trouble that the blanking blanking engine couldn't be kept running, Hailwood whose rear aerofoil broke loose and fell down over the gearbox giving him a very exciting moment at Lesmo (a matched set with his exciting moment at Paul Ricard for the same reason), Beuttler whose engine scattered bits of itself and all its STP out the top and all over the airbox, aerofoil, and the back chicane, and poor Hunt who—sorry to have to say it—shunted at the same chicane a moment later when, he said, he failed to make adequate allowance for fading brakes, tried to take the corner anyway, and shunted the rail hard enough to force the team to pack up for the weekend.

On the next day, for once, there was significant improvement. A lot of drivers went faster, and a lot of them went much the same speed. The magic bracket was the 1 m 36 s one, and by the end of that first Saturday session 10 different drivers—with 11 cars—entered it. Indeed, it seemed that to fail to make that time was to have mechanical trouble with the car. Thus the final session, as the worst heat of the day faded away, shaped up as one of those stirring last minute pole-position battles. In the end, though, but four drivers participated: the two McLaren men, steady, smooth, controlled (Revson perhaps tweaking himself up on edge visibly) who had been fast and apparently comfortably so until Peterson "sneaked up on us" and flashed an ultra-quick one right past the 1 m 35 s bracket and deep into the 34! Considering how closely bunched the bulk of the rest were, significantly slower than the Ickx record, Ronnie's improvement on the record by the better part of a second was remarkable. Qualifying tyres or not, and race had luck or not, Super Swede is some kind of a driver. This was his seventh pole position of the 12 Grands Prix of the year.

For some reason the Tyrrells weren't impressive, the team manager consoling himself by remembering all the other victories they'd won after starting relatively poorly. Cevert had been in particular straits all day anyway, with his brakes cracking at the rear and snapping a strap at the front. Stewart was suffering after-effects (headaches) of his cholera shots and also a growing case of flu—which could hardly have been helped by the previous day's Grand Prix Running Association meet. Merzario, into a very obvious contest with the other Ferrari driver as well as Regazzoni on this Italian track, was going well; both of the Maranello fellows had bounced back from shunts with chicanes which broke suspensions of both their cars. Going down escape routes at chicanes was no distinction, some very famous helmets were seen in attitudes of embarrassment at both chicanes, but it wasn't normal to actually hit them. Ickx ended the day without showing any of the form he must have hoped for because his engine broke; none the less he was complimentary to the men who had improved the B3, saying it was now lighter to steer as well as being more balanced, more capable of being held in an attitude.

The sensation of the first day's practice carried on well through the second, Carlos Pace having a fresh engine worth another 30-odd bhp and managing to cut the best part of a second off his time and be a clear fifth best of the day, apparently without benefit of special qualifying rubber. In the second day's morning session, though, a puncture brought him to a sudden halt at the Parabolica. This was a genuine tyre problem, not accountable to the wheel difficulties which plagued Surtees in Austria, and—worryingly—another identical tyre blow-out was to bring

Nought to a hundred: 6.5 seconds.



0-100 mph in 6.5 seconds.

If we can stop the Yardley McLaren this quickly, imagine what we can do for your car.

Denny Hulme's McLaren M23 is fitted with a 465 bhp. engine which, with the help of a Borg and Beck clutch, takes it from rest to 100 m.p.h. in 6.5 seconds.

To stop it in around half that time it's fitted with Lockheed brakes, designed specifically to match its weight and performance.

There are also Lockheed brake replace-

ments (with a 12 month warranty) to match the weight and performance of very nearly every car on the road.

And chances are that includes the car you drive.

No matter what it is. No matter how fast it goes.

BP Lockheed Brakes

Fit them and see how fast you stop.





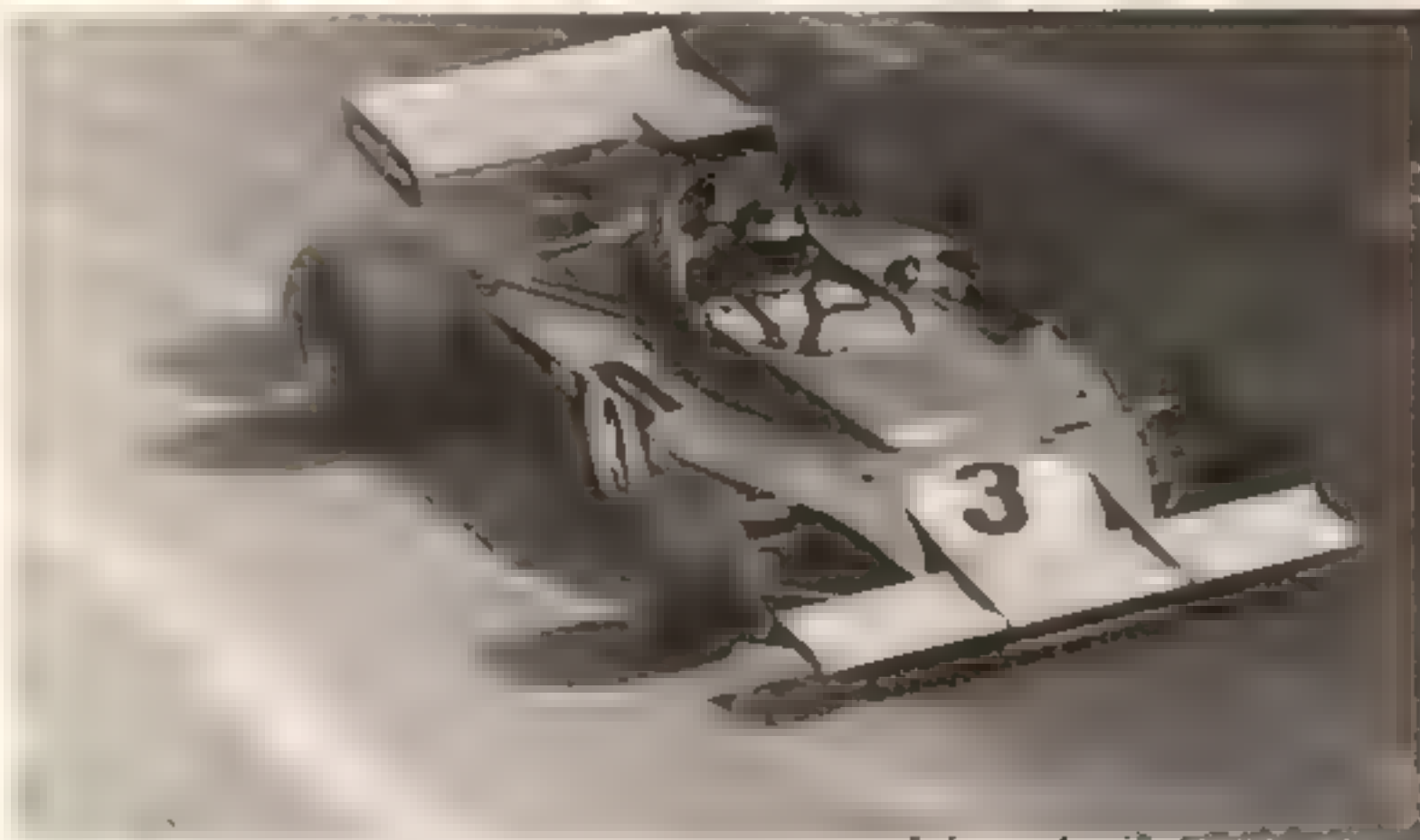
On the opening laps, Peterson leads Fittipaldi; Hulme and Stewart before the latter two suffered their delays.

"Moco" to a spooky halt in the following day's race after a good run. Teammate Halwood's less than hopeful weekend looked like continuing on through, for he lost much time on Saturday when his "big belt" broke, but by the end of the day he was able to fit in a dozen clean laps and moved right up amongst the Tyrrells.

Belloise was once again best of the BRM trio, recovering from a chicane-bashing, wish-bone-bending incident of his own. In the Brabham camp it was Wilson's turn to blow an engine today, and he finished the day in the spare car while Carlos was stopped on the circuit with a broken metering unit unable to make good on his earlier time. Stommelen for the first time had a clean practice with little bother, and was right with the other BT42 drivers. The nicest thing about this particular group, though, was the way Von Opel right at the end of the session suddenly broke through, and took over a second off his time despite brake and fuel system trouble to put the Ensign in a competitive starting position.

Not in this happy group were the two Isos, although the drivers were pleased to find themselves making steady progress, and the three Shadow drivers who were still being delayed by fuel system bothers, mostly Purley in his March was handicapped by using the same engine as the day before, which needed changing finally, and Beuttler stopped near the end with a sudden misfire—after having very happily found himself in the 1 in 36 s bracket earlier in the day, in fact sixth fastest of all at one point. "It's only the second time this year you've seen me smiling, isn't it!"

Few people had a late night of preparation, and the race morning untimed practice was scantily attended. About the only real problem happened to Stewart—his race engine dropped a valve—Tyrrell's first engine failure of the year! He was still feeling under the weather, his chest hurting with the flu and his voice distinctly hoarse—it didn't look like being his title-clinching weekend.



Jacky Ickx returned to Ferrari for a guest appearance.

RACE

Blessed relief—it wasn't so hot, as the days before—by half past three the worst of the day's heat had begun to lift and a high thin cloud cover took the edge off the sun; not off the edge of the spectators though, for as the cars set off one by one tearing the air over the Autodromo into shreds, the crowd leapt up from its lounging and lunching and ran pell mell for the fences.

To start at Monza they still use the full length of the main straight, bypassing the chicane the first time through. The smoke and din erupted from the 24 starting cars and they all slashed away. Revson lagged

off the line and Fittipaldi forged up from the second row behind him and slotted in behind Peterson. The long, long drag up to the Curve Grande ended in JPS one two—the same that would last throughout the rest of the day. It was Hulme in third slot and Stewart who had come tearing up from the third row to squeeze into fourth ahead of Revson. The noise faded away across the parkland, then the thin vivid roar came back through the trees and ripped along the back straight and there was snarling from the Parabolica. Out from it slid a tight spring of cars, the first five already a distinct grouping. Joy of joys (the spectators chattered excitedly amongst themselves) it looked like being another superbly close grand prix—there was



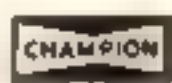
**Get off to a great start
YARDLEY BLACK LABEL**

ITALIAN GRAND PRIX
3rd PETER REVSON

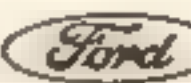
BRITISH GRAND PRIX
1st PETER REVSON

SWEDISH GRAND PRIX
1st DENNY HULME

YARDLEY



GOODYEAR LUCAS



FERODO lockheed





Behind the leading group, quite a battle developed with Pace's Surtees leading Beutler's March and Reutemann's Brabham (hidden)

Bird's eye view of Stewart taking the chicane



so much vivid excitement to watch—tyres smoking and noses darting into gaps as the flood poured into the chicanes—that it was easy to miss Merzario attacking the curbing of the first one and retire with another damaged suspension, but there was still the other Ferrari to hold up the honour and luck, although not shooting straight out into the lead the Ferraris were created to do at Monza, at least was holding his own as the best of the second string.

Ceveri had broken away from his sixth row start into sixth place, but try as he could he couldn't get up in touch with the leaders. Revson too showed signs of not mixing it with the top four, but he kept them just ahead and was in touch when Stewart began to flag. For one and a half laps the Tyrrell developed an odd behaviour and as they all tore around by the pits and lined up for the chicane Revson saw an opening—he saw it on the outside, underlined on the braking zone and drove for it. A dodgy-looking manoeuvre amidst smoke and wobbling race cars, but he pulled it off and scratched by. Next time round Stewart could see a rear tyre going soft in the mirror, its profile turning concave and he realised it would require changing. He stopped at the end of that lap and therefore missed Hulme's big moment at the same chicane.

Certain of the current GP cars are displaying a rare but disturbing brake malfunction, partway down through a braking area the pedal will suddenly go straight to the bulk head for no discernible reason at all. Hulme had this happen in testing at Silverstone a few days before, and now as he was tucking in close behind the nearer of the JPSs it happened again—a quick pump restored pressure and there was just enough time left before committing himself, for Denny to think he could still make the swerve, but as he bent in the car took charge, made a lazy long spin and slid sideways on to the kerbing forming the right hand side of the gate. The chassis took a nasty blow at the radiator line and bounced almost as high into the air as had Scheckter's at Paul Ricard. It came crashing down with less damage and still mobile, but by the time Denny had backed and fiddled and waited for a gap to develop in the still closely bunched midfield, he had lost a hopeless amount of ground; in any case he prudently stopped to check for damage and dropped completely away from the race.

ITALIAN GRAND PRIX

DATE AND CIRCUIT	SEPTEMBER 9 1973 MONZA	WEATHER	NOT SUN DRY
LENGTH	55 laps of 3.588 mile circuit (non-stop 2 laps)		197.34 miles
CATEGORY	FORMULA 1 WORLD CHAMPIONSHIP ROUND 13		
NO. OF STARTERS	24	FINISHERS	15
WINNER	R. PETERSON	IN JPS FORD 720	at speed 132.63 mph
FASTEST LAP	J. STEWART	IN TYRRELL-FORD No. 5	at 100.355 sec 135.53 mph
EXISTING LAP RECORD	J. JACK	IN FERRARI 312 B2	at 1 min. 36.3 sec 134.14 mph
PREVIOUS YEARS RESULT	E. FITTIPALDI	IN JPS FORD 720	at 131.61 mph



NO.	DRIVER	CAR	TEAM	TYRE	ENGINE	GEAR	DRIVER	ENGINE	GEAR	DRIVER	ENGINE	GEAR
1	E. FITTIPALDI	JPS-FORD 720	JOHN PLAYER TEAM LOTUS	Goodyear	720 7	DFV 10	1	Goodyear	720 7	DFV 10	1	Goodyear
2	R. PETERSON	JPS-FORD 720	JOHN PLAYER TEAM LOTUS	Goodyear	720 6	DFV 1.8	2	Goodyear	720 6	DFV 1.8	2	Goodyear
2Y	R. PETERSON	JPS-FORD 720	JOHN PLAYER TEAM LOTUS	Goodyear	720 6	-	2Y	Goodyear	720 6	-	2Y	Goodyear
3	J. JACK	FERRARI 312 B2	S.P.A. FERRARI S.P.A.C.	Goodyear	312 B2 010	Type 312	3	Goodyear	312 B2 010	Type 312	3	Goodyear
4	A. MERZARIO	FERRARI 312 B2	S.P.A. FERRARI S.P.A.C.	Goodyear	312 B2 011	Type 312	4	Goodyear	312 B2 011	Type 312	4	Goodyear
4Y	A. MERZARIO	FERRARI 312 B2	S.P.A. FERRARI S.P.A.C.	Goodyear	312 B2 012	Type 312	4Y	Goodyear	312 B2 012	Type 312	4Y	Goodyear
5	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	Goodyear	006/2	DFV 077	5	Goodyear	006/2	DFV 077	5	Goodyear
6	F. CEVERT	TYRRELL-FORD	ELF TEAM TYRRELL	Goodyear	006	DFV 086	6	Goodyear	006	DFV 086	6	Goodyear
6Y	F. CEVERT	TYRRELL-FORD	ELF TEAM TYRRELL	Goodyear	006	-	6Y	Goodyear	006	-	6Y	Goodyear
7	D. HULME	McLAREN-FORD M23	YARDLEY TEAM McLAREN	Goodyear	M23	DFV 061	7	Goodyear	M23	DFV 061	7	Goodyear
7Y	D. HULME	McLAREN-FORD M23	YARDLEY TEAM McLAREN	Goodyear	M23 2	-	7Y	Goodyear	M23 2	-	7Y	Goodyear
8	P. REYSON	McLAREN-FORD M23	YARDLEY TEAM McLAREN	Goodyear	M23 4	DFV 078	8	Goodyear	M23 4	DFV 078	8	Goodyear
9	R. STONMELLEN	BRABHAM-FORD BT 42	CERAMICA FACHNOSEN TEAM HED	Goodyear	BT 42 6	DFV 096	9	Goodyear	BT 42 6	DFV 096	9	Goodyear
10	C. REUTEMANN	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	Goodyear	BT 42 3	DFV 070	10	Goodyear	BT 42 3	DFV 070	10	Goodyear
10Y	C. REUTEMANN	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	Goodyear	BT 42 2	-	10Y	Goodyear	BT 42 2	-	10Y	Goodyear
11	W. FITTIPALDI	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	Goodyear	BT 42 5	DFV 078	11	Goodyear	BT 42 5	DFV 078	11	Goodyear
12	G. HILL	EMSAFETY SHADOW DNI	EMSAFETY RACING	Goodyear	DNI 3A	DFV 109	12	Goodyear	DNI 3A	DFV 109	12	Goodyear
15	M. BOUTLER	MARCH-FORD 731	CLARKES MOTORSPORT OUTRIGER & OVERLAPPER	Goodyear	731 2	DFV 084	15	Goodyear	731 2	DFV 084	15	Goodyear
16	G. FOLMER	UOP SHADOW-FORD DNI	UOP SHADOW RACING TEAM	Goodyear	DNI 5A	DFV 125	16	Goodyear	DNI 5A	DFV 125	16	Goodyear
17	J. OLIVER	UOP SHADOW-FORD DNI	UOP SHADOW RACING TEAM	Goodyear	DNI 6A	DFV 076	17	Goodyear	DNI 6A	DFV 076	17	Goodyear
17Y	J. OLIVER	UOP SHADOW-FORD DNI	UOP SHADOW RACING TEAM	Goodyear	DNI 6A	DFV 076	17Y	Goodyear	DNI 6A	DFV 076	17Y	Goodyear
19	C. REGAZZONI	BRM P160 E	MARLBORO BRM	Goodyear	P160 E 08	143 0.9	19	Goodyear	P160 E 08	143 0.9	19	Goodyear
19Y	C. REGAZZONI	BRM P160 E	MARLBORO BRM	Goodyear	P160 E 08	-	19Y	Goodyear	P160 E 08	-	19Y	Goodyear
20	J. P. BELTOISE	BRM P160 E	MARLBORO BRM	Goodyear	P160 E 07	142 0.08	20	Goodyear	P160 E 07	142 0.08	20	Goodyear
21	N. LAUDA	BRM P160 E	MARLBORO BRM	Goodyear	P160 E 10	142 0.8	21	Goodyear	P160 E 10	142 0.8	21	Goodyear
23	M. HAILWOOD	SURTESS-FINA TS 14A	MOORE ROAD RACING - BOB WALKER TEAM SURTESS	Goodyear	TS 14A 04	DFV 068	23	Goodyear	TS 14A 04	DFV 068	23	Goodyear
24	C. FACE	SURTESS-FINA TS 14A	MOORE ROAD RACING - TEAM SURTESS	Goodyear	TS 14A 08	DFV 078	24	Goodyear	TS 14A 08	DFV 078	24	Goodyear
25	H. GANLEY	150 MARLBORO 1R	FRANK WILLIAMS RACING CARS	Goodyear	1R 08	DFV 108	25	Goodyear	1R 08	DFV 108	25	Goodyear
26	G. VAN LENNEP	150 MARLBORO 1R	FRANK WILLIAMS RACING CARS	Goodyear	1R 01	DFV 108	26	Goodyear	1R 01	DFV 108	26	Goodyear
27	J. HUNT	MARCH-FORD 731	HESKETH RACING	Goodyear	731 3	-	27	Goodyear	731 3	-	27	Goodyear
28	A. VON OPEL	ENGLISH-FORD MN	TEAM ENGLISH	Goodyear	MN 01	DFV 129	28	Goodyear	MN 01	DFV 129	28	Goodyear
29	D. FURLEY	MARCH-FORD 731	LEC REPRESENTATION LTD	Goodyear	731-1	DFV 143	29	Goodyear	731-1	DFV 143	29	Goodyear

POS	NO.	DRIVER	CAR	TIME	SPEED	TYRE	ENGINE	GEAR	DRIVER	ENGINE	GEAR	DRIVER	ENGINE	GEAR
1	2	R. PETERSON	JPS-FORD 720	55	1h 29m 17.0s	132.63 mph	Goodyear	720 7	DFV 10	1	Goodyear	720 7	DFV 10	1
2	1	E. FITTIPALDI	JPS-FORD 720	55	1h 29m 17.8s		Goodyear	720 6	DFV 1.8	2	Goodyear	720 6	DFV 1.8	2
3	8	P. REYSON	McLAREN-FORD M23	55	1h 29m 45.8s		Goodyear	M23 4	DFV 078	8	Goodyear	M23 4	DFV 078	8
4	5	J. STEWART	TYRRELL-FORD	55	1h 29m 50.2s		Goodyear	006/2	DFV 077	5	Goodyear	006/2	DFV 077	5
5	6	F. CEVERT	TYRRELL-FORD	55	1h 30m 03.2s		Goodyear	006	DFV 086	6	Goodyear	006	DFV 086	6
6	10	C. REUTEMANN	BRABHAM-FORD BT 42	55	1h 30m 16.5s		Goodyear	BT 42 3	DFV 070	10	Goodyear	BT 42 3	DFV 070	10
7	23	M. HAILWOOD	SURTESS-FINA TS 14A	55	1h 30m 45.7s		Goodyear	TS 14A 04	DFV 068	23	Goodyear	TS 14A 04	DFV 068	23
8	3	J. JACK	FERRARI 312 B2	54			Goodyear	312 B2 010	Type 312	3	Goodyear	312 B2 010	Type 312	3
9	29	D. FURLEY	MARCH-FORD 731	54			Goodyear	731 2	DFV 084	29	Goodyear	731 2	DFV 084	29
10	16	G. FOLMER	UOP SHADOW-FORD DNI	54			Goodyear	DNI 5A	DFV 125	16	Goodyear	DNI 5A	DFV 125	16
11	17	J. OLIVER	UOP SHADOW-FORD DNI	54			Goodyear	DNI 6A	DFV 076	17	Goodyear	DNI 6A	DFV 076	17
12	9	R. STONMELLEN	BRABHAM-FORD BT 42	54			Goodyear	BT 42 6	DFV 096	9	Goodyear	BT 42 6	DFV 096	9
13	20	J. P. BELTOISE	BRM P160 E	54			Goodyear	P160 E 07	142 0.08	20	Goodyear	P160 E 07	142 0.08	20
14	12	G. HILL	EMSAFETY SHADOW DNI	54			Goodyear	DNI 3A	DFV 109	12	Goodyear	DNI 3A	DFV 109	12
15	7	D. HULME	McLAREN-FORD M23	53			Goodyear	M23	DFV 061	7	Goodyear	M23	DFV 061	7

RACE NUMBER		DRIVER		CAR		LAP		REASON		CHAMPIONSHIP POINTS			
NO.													
4	A MERZARIO	FERRARI 312 B23	2	NO ENGINE DAMAGED SUSPENSION						D R I V E R S	M A N U F A C T U R E R S		
11	W FITTIPALDI	BRABHAM-FORD BT 42	6	BRAKES						J STEWART	89	TYRRELL-FORD	80
28	R VON OPEL	ENGLISH FORD MN	10	OVERHEATING						E FITTIPALDI	45	JPS-FORD	77
26	G VAN LENNEP	150 MARLBORO 1R	14	OVERHEATING						F CEVERT	47	MCLAREN-FORD	46
24	C FACE	SURTESS FINA TS 14A	17	PUNCTURE						R PETERSON	48	BRABHAM-FORD	18
9	C REGAZZONI	BRM P160 E	31	SWITCH						F REYSON	27	FERRARI	12
2	N LAUDA	BRM P160 E	23	ACCIDENT AT ENTRY TO PARADEL CA						D HILKE	23	MARLBORO-BRM	9
15	M BOUTLER	MARCH-FORD 731	34	GEAR LEVER DERANGED						C REUTEMANN	12	MARCH FORD	8
25	H GANLEY	150 MARLBORO 1R	44	BODY WORK DERANGED						J KKK	12	SURTESS-FINA	7
										J HEAT	8	WOF SHAWF FORD	6
										C FACE	7	MARTINI TECHNO	1
										A MERZARIO	6	150 MARLBORO	1
										J P BELTOISE	6		
										G FOLLMER	5		
										A DE ADAMICH	5		
										W FITTIPALDI	3		
										N LAUDA	2		
										C REGAZZONI	2		
										C AMON	1		
										E VAN LENNEP	1		

AUTOSPORT

Why Mr. Jackie Stewart wears a Rolex.

Jackie Stewart appreciates craftsmanship. He doesn't just *drive* cars — he knows as much about their engines and monocoques as does their creator, Ken Tyrrell.

So he understands better than other less technically-minded people, what extraordinary skill goes into making a watch with as many guarantees as a Rolex.

It takes a long time to build a world-beating racing car like the Tyrrell Ford. It takes slightly longer to make a Rolex.

Jackie Stewart calls them the best watches in the world. He's not surprised it takes just over a year to make one.

Our craftsmen start with a solid block of 18ct. gold or surgical stainless steel. After 162 operations they have carved it into a seamless Rolex Oyster case.

Then, gradually, the unique components are fitted: the patented winding crown, which screws onto the case, rather like a submarine hatch; the rotor self-winding Perpetual movement which is so accurate that it has been officially certified as a Chronometer; the crystal which fits outside the lip of the case so that it actually grips even more tightly under pressure.

Finally, after hours of testing, and a year of patient care, the Rolex is ready for someone as particular as Jackie Stewart.



Why Mrs. Jackie Stewart wears a Rolex.

Helen Stewart wears a Rolex because her husband gave her one. It's a Rolex Lady-Datejust. And it's graceful, beautiful and perfectly accurate. It looks as much at home in Scotland or Monte Carlo as she does, which is a good testament to beauty.

The Lady-Datejust is made in exactly the same way as any other Oyster. So although it doesn't look it, Mrs. Stewart's watch is just as strong as her husband's. It's just smaller. And is fitted with a special, smaller version of the famous,

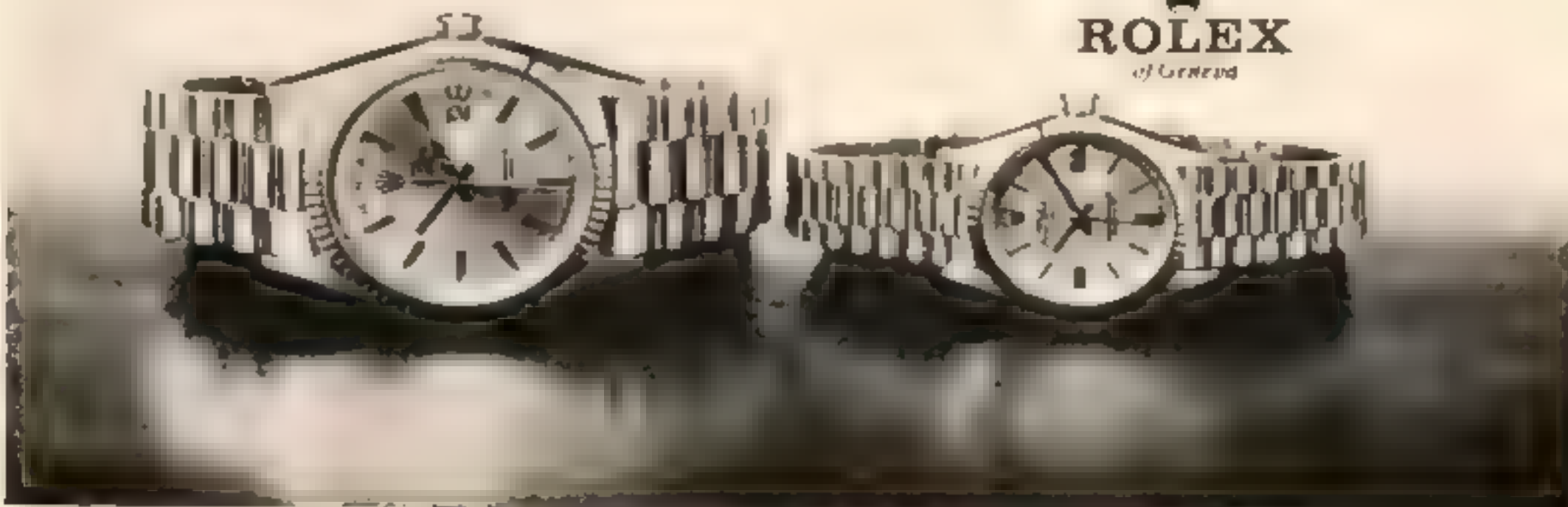
patented Rolex Winding Crown.

The rotor self-winding Perpetual movement of each Lady-Datejust undergoes all the tests carried out by one of the Swiss Institutes for Official Chronometer Tests: 360 hours hanging in extreme temperatures, in every possible wrist position.

Our craftsmen are always delighted to hear from people like Haroun Tazieff and Thor Heyerdahl how well their watches have performed inside live volcano craters or awash on the Atlantic. And it pleases them to know that someone like Jackie Stewart thinks a Rolex is good enough for his wife.

**Owning one is
almost as satisfying
as making one.**


ROLEX
of Geneva



Pictured: The 18ct. gold Day-Date and Lady-Datejust, both with matching bracelets.

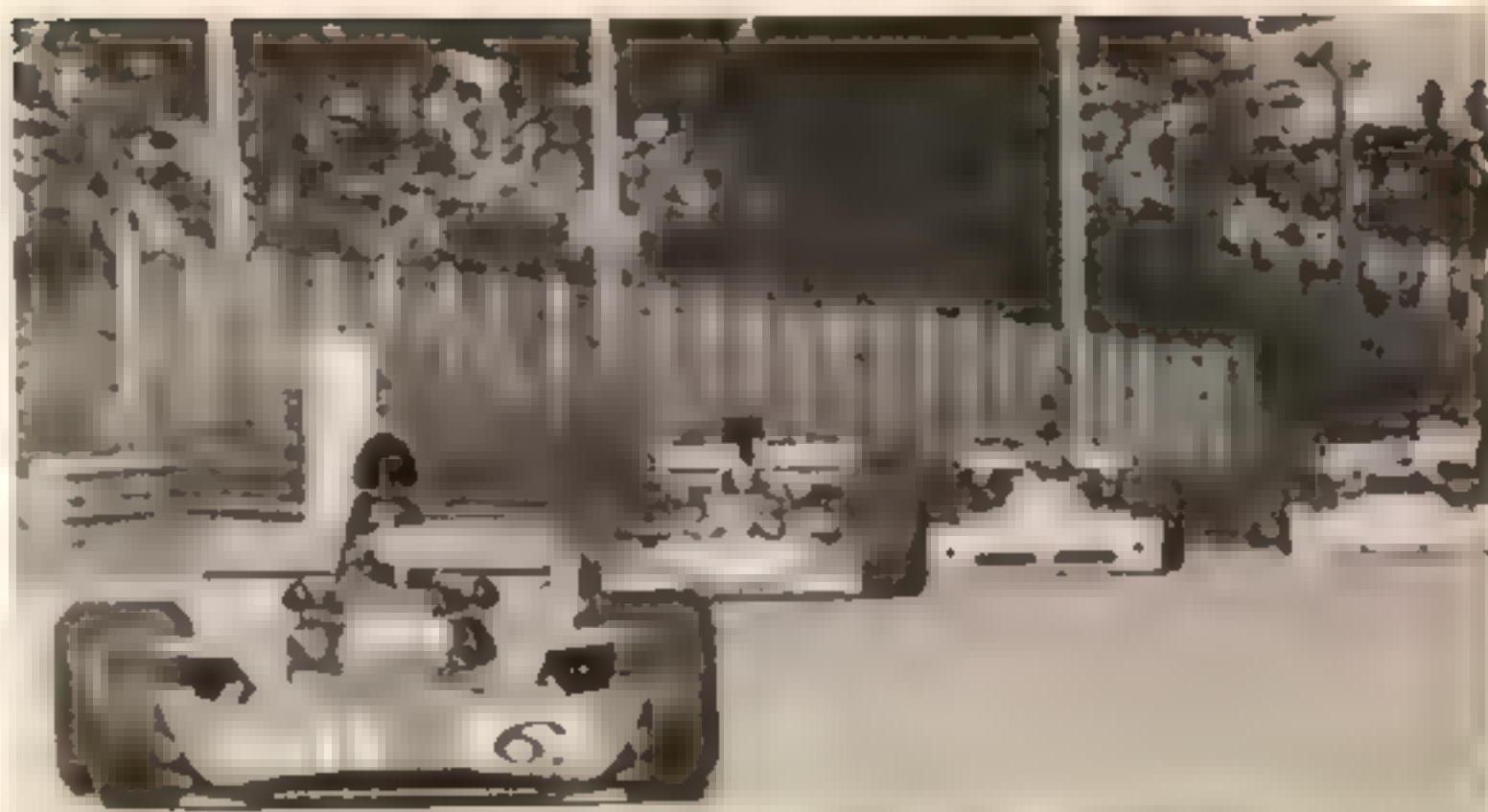
Damn and double damn, another great race gone to hell before our eyes—suddenly there was nothing to stop another performance just like Austria from the black and gold mob—maybe Emerson all power to him would get a third of the way towards that title after all. If he went by Peterson again and managed to finish this time and then went on to score at both North American rounds he could conceivably snatch back his crown from its 24 point deficit. Stewart obviously wasn't going to win anything today, he was far back down in the pack, after his tyre change had gone rather awkwardly. He had however managed to stay on the same three and a half mile lap and now he was driving as hard as he could, but to expect him to make up such a gap was too much; things have changed a little in GP racing since Clark did his fantastic catch up at Monza.

Between these two main centres of interest at front and back, Wilson Fittipaldi had found his brakes going completely and quit; Von Opel and van Lennep, both watched their temperature gauges rise off the dial and retired; poor old Pace, who had been stuck into a keen old run right behind Reutemann with Hailwood to back him up had a second front tyre explode in his face—this was at high speed on the run back from the Lesmoes so he parked in the escape road there at the Vialone chicane. A mechanic came out and they fitted a new wheel, but when "Moco" tried to drive around to the pits to retire comfortably, the marshals refused to permit it, so he had to sit there the rest of the day rying in a desultory manner to take an interest in the race. Each lap as the remaining Ferraris went by he could see how a piece from his tyre had damaged its radiator ducting so lack too was nursing high temperatures.

Gradually as usual all the other dices died away, Ganley had to give up a spirited pursuit of the two works Shadows when his rear aerofoll, adrift for many laps, required attention and later on his nose bodywork needed fixing as well. Of the two UOP cars Oliver was nursing a case of clutch slip, while Folmer was just keeping on top of what he has become convinced is a case of chassis flex. Hill in the third one, plagued all through practice by bad fuel pressure, despite altering everything before the race was still plagued. Stommelen had been going well but then a plug lead came off and required a pit stop to fix it. Then Rolf came to a stop at one of the chicanes after a moment and apparently before being allowed to continue had to climb out and engage in debate with the marshals. Regazzoni's engine started a period of bad performance which ultimately caused him to quit, although it later was revealed to be a simple coil gone. Bad. Beltoise stopped to change a puncture and continued, but Lauda had trouble with tyres of a worse sort; as he jammed on the brakes for the Parabolica the car suddenly darted away from him and charged the rail at almost the same spot where Jochen Rindt crashed. It was thought by the team that a tyre had burst for there were found to be tell-tale marks on the road but for whatever reason Niki had his second severe crash in as many events—this time he was unscathed. Beuttler joined the reluctant list of retirements, after changing a puncture on his own; when he changed from fourth into fifth on the straight past the first pits the lever came off in his hand. It stayed on the job long enough to select neutral for him, so as he coasted to a stop there was no way to get going again.

For most of the race there was a race of sorts between Cevert, Reutemann and Hailwood. They were not close but they could all see each other and it was worth while keeping an eye on the two gaps, indeed for a while Surtees seemed to be closing on the Brabham, but then Mike bent a wheel on a chicane and that was that. So there was nothing much to watch except the remarkable progress of a blue comet shooting up through the field.

Incredibly Stewart was making back all that lost ground, he passed Hailwood into sixth and then took Reutemann into fifth and suddenly loomed in the mirrors of his team



Cevert pulls out of the striking distance of Pace, Beuttler and Reutemann

mate. In a couple of laps he was right there and loyal Francois let him by readily. Then it was the fourth place that could decide the championship or keep it alive. If Fittipaldi passed Peterson. As Stewart sliced fractions off the gap that separated him from Revson (in plain sight now up ahead—scarcely the length of the Vialone chicane away), just as many eyes were watching for the JPS pair to pop into sight. Which helmet was it first? No, still the blue one. The spark of brilliant red was still behind, surely Emerson would take over and get the extra three points?

There it was the 55th lap and Stewart was

within 5 s of Revson that time—already having done the lap record on the 51st lap. The Lotus pits must have been aware of the situation but still Ronnie led Emerson round the Parabolica for the last time and up to the line. As they swept by the end of the pits and Chapman stepped out to fling up his hat Ronnie saw it and automatically lifted his foot. He'd won his race, the boss was signalling so. He had forgotten for the instant, he said with a sheepish grin later, that the actual finish line wasn't at the Lotus pits but up at the other end—so just at that point Emerson almost won after all.

Beuttler mounts a chicane kerb before the gear lever broke



If Stewart retires— who's next?

KEN TYRRELL talks to MIKE DOODSON

What sort of announcement did Jackie make at today's press conference (after the Italian GP)?

Let me first put you right about this "press conference." Jackie didn't call it, as was suggested, in fact he agreed to go along in the belief that it was all something to do with this latest arrangement which the constructors have made to make our drivers available to the press after practice or the race.

What Jackie said was the same he's been saying all along, ie he has not decided what he's going to do, and he'll be making his announcement some time in the middle of October.

I don't believe that another year as reigning World Champion would influence Jackie's decision. I think when he decides that he wants to get out, for whatever reason, he will do just that. We all know that he's got a young family; he feels he has a responsibility to spend more time with them, and I believe it's this more than anything which will affect his decision to retire, when he makes it.

Is he enjoying his racing as much as ever? I think the answer to that question really lies in today's race, and I can tell you that he really enjoyed himself today. He loves driving, he really does, and he put in some incredible laps after his pit-stop. I wouldn't say that he loves driving if his car is not competitive, but that's not something which you would expect.

Jackie hates doing wet tyre-testing, for example, but once you get him in a car, even in the wet, you can't get him off the track. He's never been a driver who's hard on a car, even when he's driving it on its limit, as he was today. For example, he never takes as much wear out of the brake pads as other drivers in the same car. And he has very few engine problems, although this has been a very fortunate year for both our drivers. Our practice blow-up yesterday was the first time this year that we've had to take an engine out of a chassis because there was something wrong with it.

Assuming that Jackie does retire, will you be looking for one of the "available" stars like (say) Ickx or Arnoux as a number one driver to replace him?

I don't think Grand Prix racing today has any "number ones" or "number twos." The number one driver in any given team is the one who's doing the winning, and the days of number one drivers are gone. So, if one of our drivers was to retire at the end of this year, we would be looking for another driver who could win.

If I were looking for a driver, obviously I would be considering all those who are available, and before I started looking I would have to decide whether to go for a known driver or someone who's up-and-coming.

You went talent-spotting at Rouen in June, so might I ask if you saw anyone who could do with encouragement?

Yes, I thought at Rouen—though he wasn't in a very competitive car—that Ronnie Peterson looked as though he might go places!

Seriously, though, among the non-graded drivers I think that Jochen Mass and Patrick Depailler have done very well. In fact, we're putting Depailler into our third car for Canada and the USA. We haven't given him a run so far this year because we can't prepare and race three cars on a regular basis, the work involved would be too much.

We would have given Depailler a run at Ricard if we'd been in a more comfortable position with the World Championship than we were.

The "flat-top" Tyrrell hasn't shown everywhere it's raced, and it started last year rather disappointingly. Are you happy about it now?

Just how do you judge a successful car? We won the two last races of 1972 with it, so we felt we had a fair car with which to start this year. OK, Brazil was a bit of a set-back, because we weren't competitive: maybe it's the same old story, that when you're winning you tend to let the development slacken a little, or you do the sort of advanced testing which takes longer.

Three weeks ago, at the Österreichring, I don't believe we were as "uncompetitive" as some people like to suggest. They all seem to forget that only a fortnight previously we had won the German GP, finishing first and second by 40 seconds in front of the accepted Ring-master, Jacky Ickx, in a very good car.

At Österreichring we were second to Ronnie by nine seconds only, so we must keep these things in perspective.

Now that Jackie has settled the Drivers' championship, will the Constructors' title have any significance to you or to Elf?

I don't think Elf pay any attention to it at all, they certainly never mention it in their press releases. And it doesn't really mean a great deal to us, because we don't build cars for sale at all.

But where the Constructors' championship is important for us as a team is that Grand Prix racing is very competitive, yet there's a very friendly atmosphere between the teams, so it becomes important for us to beat the others in a friendly sort of rivalry. But it ends there, although of course it's obviously not the same for a company like Lotus, who build cars for sale.

You described yourself in 1976 as a "reluctant" constructor. If Matra, for example, came back into Formula 1 and offered you a car, would you be happy to run it for them?

We would certainly be happy to run a car for anyone who offered us the right machinery. I still have no desire to be a constructor, being one means nothing to me, and we build our own cars because the alternative is that we get out of F1 racing.

Italian GP nears the end, but no smiles yet in the Tyrrell pit.



I would only want to run someone else's car if there was security, an assurance that it wasn't going to end in 12 months' time. But having found out the hard way how to become a constructor I wouldn't want to give it up altogether, and we would still want to build some form of racing car to keep our hand in.

This summer's behind-the-scenes negotiations seem to have had the result of turning the CSI into a mere rubber stamp for decisions made by the F1 Constructors and by the GPDA, in this entirely a desirable state of affairs?

To answer a difficult question very briefly, it is an oversimplification to say that the CSI has become a "rubber stamp." World motorsport needs a world governing body, and most of the groups of people involved in motor racing today accept this fact that we've got to have the stability of world-wide decisions.

It's been the case for many years past that the CSI has taken decisions to change things, and often—if we take the cars themselves—they've done it without any reasonable notice. What's more, the decisions have not always been very sensible ones.

I think we're coming to a stage now where all the disagreements between the various bodies, and the complaints about the CSI itself, are coming to an end. I think the CSI now accepts that if you are talking in terms of "what shall we do to make a racing car safer?" then you talk to the people who build the racing cars. In Formula 1 alone there are something like 10 constructors, and if the question of safety is put to those ten constructors they are not going to allow a minority to say that the cars are all right as they are, or that they should be left as they are, when we all know that there are grounds for changes.

This is a constructive development, and the CSI people know that they've got to approach the constructors if they think that something should be done to make the cars safer, or if they think they are going too fast or have too much wing on them. Largely speaking, the constructors are almost the only people who have the right qualifications. Similarly with the GPDA and circuit safety: they're a responsible body whose views should be listened to, no more or less than the constructors'. This doesn't mean the CSI has become a rubber stamp.

The circuit owners made their views known today. How seriously do you take their demands?

I only saw their press release briefly, but it's all the old question of people who don't know what they're talking about asking for changes in the formula, something which they don't understand.

Do you see any need to change the basis of the 3-litre Formula 1?

A time will inevitably come when Formula 1 needs to be changed, but we're not at that time now, and when the time does come the reasons will be obvious why we must change it.

Until then, I can't answer your question. What we have now is a superb formula, it's very, very competitive and masses of people come to watch it, so it must be what they want. I think it's fantastic.

And who cares that the Ford V8 has been around for seven years or whatever? Perhaps there's more development in it yet, but only Keith Duckworth knows that, and he seems to keep very quiet.

When will your new car be ready?

Derek Gardner, our designer, has been very busy, and he came to Monza for the day on Thursday only. The 1974 car is getting further and further behind, and it won't be ready to race until Kyalami.

We're still developing the present car. Our spare chassis, the one which runs in "wedge" configuration, has things on it other than the different aerodynamics. But it's on the cards that its aerodynamic features will be on two of the cars which we race in Canada in two weeks.



Italian Grand Prix

With a drive of a lifetime in his Tyrrell/Ford—smashing the lap record time and again, Jackie Stewart clinched this third World Championship using Armstrong shock absorbers.

Congratulations

JACKIE STEWART

and

KEN TYRRELL

on your third World Championship

ARMSTRONG

ARMSTRONG PATENTS CO. LIMITED
Melton, North Ferriby, Yorkshire HU14 3HY,
England. Tel: 0482 633311 Telex 52184

WE ARE RESPONSIBLE FOR THE PAINT ON "MR. REVELL", WHICH IS FEATURED IN THIS ISSUE

11-16 MILES PLACE
DELCE ROAD
ROCHESTER
KENT

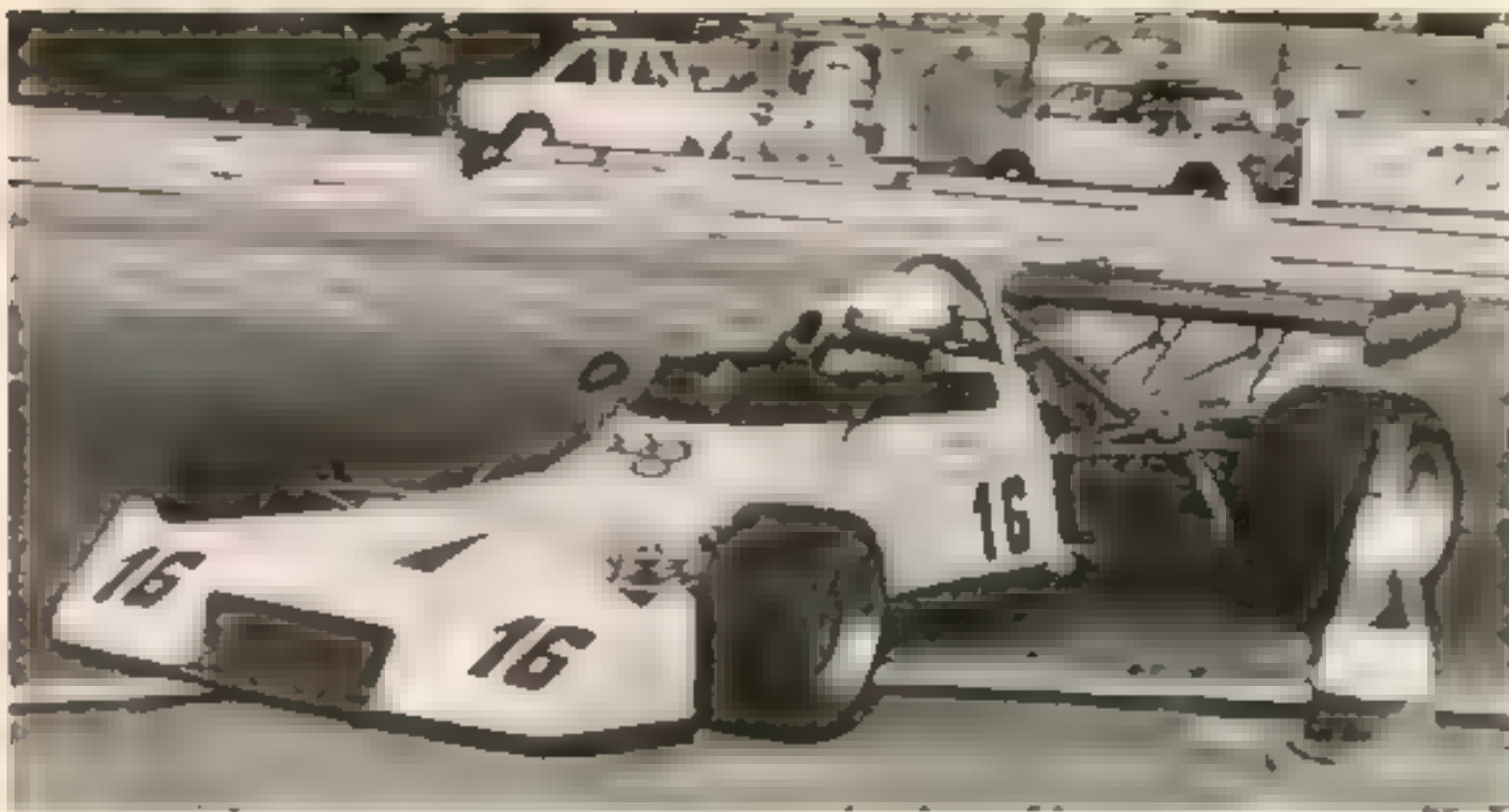
MECH SPRAY

£1
PER
WEEK

PHONE: 0634 47940

AWARD WINNERS
BEST PAINT AT C.C. SHOW 1971, 1972 AND NOW 1973!

FOR AROUND £1.00 PER WEEK YOU TOO CAN HAVE A SHOW WINNING FINISH
LIKE THIS. JUST PHONE OR SEND SAE FOR DETAILS. EASY TERMS AND NO DEPOSIT



Tim Schenken scored his first F2 win of the year

NORISRING F2

Schenken heads Motul trio

Story and pictures by JEFF HUTCHINSON

Having demonstrated to the rest of Europe how efficient the BMW steamroller has been in F2 this year, they failed miserably on their home ground at the Norisring on Sunday when Tim Schenken led home Tom Pryce and Henri Pescarolo to make it a convincing Motul hat-trick. Despite powering seven of the small entry of 15 cars, BMW's luck was completely out, the only face-saver being when Jarier scored a brilliant victory in the second of the two 50-lap parts and also set a new lap record. Jarier was leading the first part when a bolt dropped out of the throttle linkage and he stopped after 10 laps.

The first three Motuls were all powered by different engines, Schenken winning with a development Racing Services BDA, Pryce proving slightly quicker with his Smith-tuned FVD but dropping back with brake problems while Pescarolo had a miserable time with a Schnitzer BMW engine, but still managed third despite dropping four laps behind overall.

ENTRY AND PRACTICE

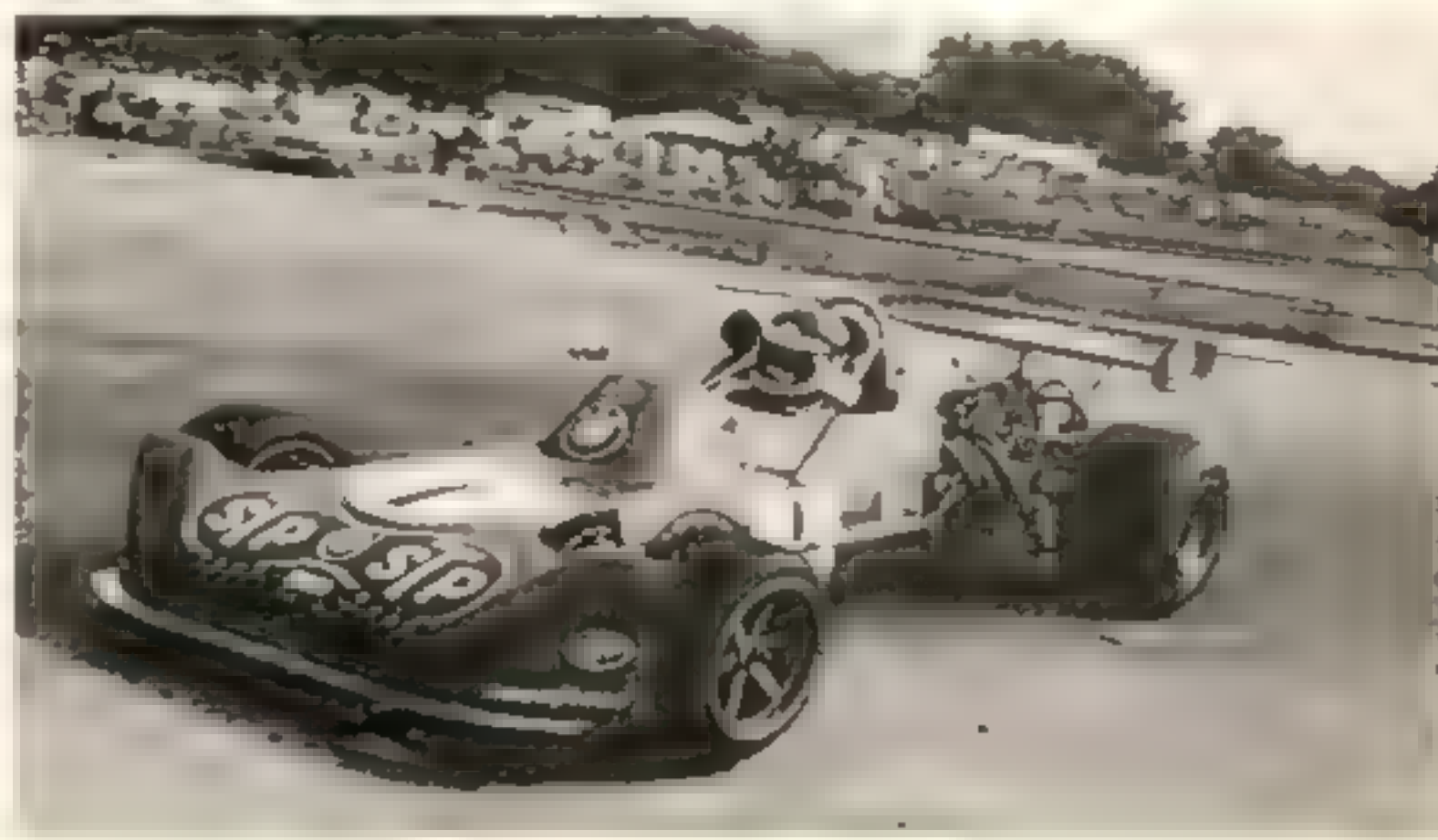
The Norisring races are some of the best in Germany. Not from the point of view of a good circuit, for it's a tiny, twisty "go-kart" affair where one lap takes a little over 50 s, but the whole event is staged and run in the beautiful surroundings of a huge park, complete with boats, a fairground and sports stadium. With Salzburg not so far away the organisers were expecting a good entry for this race, but 11 cancellations just two days before left only 15 cars to do battle. Fortunately the small track and the short lap times meant that the thin field would not be so noticeable and with beautiful weather the organisers were expecting their usual big crowds.

Making his first appearance since clinching the title at Enna was Jean-Pierre Jarier and his works March-BMW, his car heading the entry along with the second car being run for Hans Stuck. With BMW only a few kilometres up the road, the team were out to do well here. Jarier set the ball rolling as usual and was quickest in the first of the three one-hour sessions held on during Saturday. In the second session he was also quickest getting under the outright circuit record when he set a 51.8 s. He was sharing this time with the similar car of Jacques Coulon, but in the final few laps of practice he repeated his Enna performance and went out to go even faster setting a final best of 51.2 s.

Coulon retained his front row position with his time of 51.5 s while a doubtful third quickest time was given to Bill Gubelmann who was credited with a best of 51.7 s. He thought it was probably not right, but was obviously not going to correct things, and other times also seemed a bit doubtful when it was discovered that all the electronic

timing equipment had gone wrong and most of the timing had been done by hand. Stuck was given the next quickest time of 52.1 s, his driving pretty spectacular at times, but without the consistency of Jarier. Stuck had tried both low and high profile Goodyear tyres as had Jarier, Jarier opting for the highs while Stuck decided to stay with the lows claiming that the highs made the car oversteer too much.

Jean Pierre Jarier drifts his March through the Esses



The first non-BMW-powered car was the Smith FVD-powered Motul M1 driven by Tom Pryce. Pryce was driving very smoothly all day and set a very creditable 52.2 s. No less than four cars shared the same time for the next places on the grid, these going to Roland Binder's March BMW with a suspect 52.9 s, and the two Motuls of Bob Wollek and Tim Schenken, Wollek's powered by a Cosworth BDG and Schenken's by an experimental Racing Services development BDA unit. The fourth car sharing this time was driven by a new face in Formula 2 and in Europe, Japanese "ace" Motoharu Kurosawa. Former Datsun works driver, twice Japanese champion and winner of the Japanese GP this year he has come to Europe for the final rounds of the F2 Championship and has taken over the ex-Colin Vandervell March-BMW, still being run by Brian Lewis Racing. With his effort backed by Bridgestone he was forced to run this rubber, the Firestone men taking a close look as they fitted up some wheels for the team. Kurosawa was obviously making the best of what he had, for within a few laps he was going very well and may well have improved on his time had not his engine blown a head gasket in the final session.

Team Pierre Robert entered their BDA-powered GRD for Steen Gunnarsson, the Swede setting a 53.0 s to complete the fifth row of the grid. A very miserable looking 11th quickest was Henri Pescarolo in the slowest of the Motul team's cars. He should have been the quickest, for after a deal with Schnitzer his car was running a Schnitzer BMW engine for the first time. After misfiring problems and a broken driveshaft early on he finally got going, but found the engine no better than his usual Ford mill. He also thought there was something amiss with the handling at the rear end of the car and as darkness fell on Saturday night, the mechanics and Schnitzer were trying to improve matters to better Pescarolo's best of 53.5 s.

GRID		
1	Jarier	Coulon
2	Stuck	Wollek
3	Gubelmann	Schenken
4	Wollek	Pryce
5	Pryce	Pescarolo
6	Schenken	Kurosawa
7	Pescarolo	Gunnarsson
8	Kurosawa	Wollek
9	Gunnarsson	Pryce
10	Wollek	Schenken
11	Pryce	Pescarolo
12	Schenken	Kurosawa
13	Pescarolo	Gunnarsson
14	Kurosawa	Wollek
15	Gunnarsson	Pryce
16	Wollek	Schenken
17	Pryce	Pescarolo
18	Schenken	Kurosawa
19	Pescarolo	Gunnarsson
20	Kurosawa	Wollek
21	Gunnarsson	Pryce
22	Wollek	Schenken
23	Pryce	Pescarolo
24	Schenken	Kurosawa
25	Pescarolo	Gunnarsson
26	Kurosawa	Wollek
27	Gunnarsson	Pryce
28	Wollek	Schenken
29	Pryce	Pescarolo
30	Schenken	Kurosawa
31	Pescarolo	Gunnarsson
32	Kurosawa	Wollek
33	Gunnarsson	Pryce
34	Wollek	Schenken
35	Pryce	Pescarolo
36	Schenken	Kurosawa
37	Pescarolo	Gunnarsson
38	Kurosawa	Wollek
39	Gunnarsson	Pryce
40	Wollek	Schenken
41	Pryce	Pescarolo
42	Schenken	Kurosawa
43	Pescarolo	Gunnarsson
44	Kurosawa	Wollek
45	Gunnarsson	Pryce
46	Wollek	Schenken
47	Pryce	Pescarolo
48	Schenken	Kurosawa
49	Pescarolo	Gunnarsson
50	Kurosawa	Wollek
51	Gunnarsson	Pryce
52	Wollek	Schenken
53	Pryce	Pescarolo
54	Schenken	Kurosawa
55	Pescarolo	Gunnarsson
56	Kurosawa	Wollek
57	Gunnarsson	Pryce
58	Wollek	Schenken
59	Pryce	Pescarolo
60	Schenken	Kurosawa
61	Pescarolo	Gunnarsson
62	Kurosawa	Wollek
63	Gunnarsson	Pryce
64	Wollek	Schenken
65	Pryce	Pescarolo
66	Schenken	Kurosawa
67	Pescarolo	Gunnarsson
68	Kurosawa	Wollek
69	Gunnarsson	Pryce
70	Wollek	Schenken
71	Pryce	Pescarolo
72	Schenken	Kurosawa
73	Pescarolo	Gunnarsson
74	Kurosawa	Wollek
75	Gunnarsson	Pryce
76	Wollek	Schenken
77	Pryce	Pescarolo
78	Schenken	Kurosawa
79	Pescarolo	Gunnarsson
80	Kurosawa	Wollek
81	Gunnarsson	Pryce
82	Wollek	Schenken
83	Pryce	Pescarolo
84	Schenken	Kurosawa
85	Pescarolo	Gunnarsson
86	Kurosawa	Wollek
87	Gunnarsson	Pryce
88	Wollek	Schenken
89	Pryce	Pescarolo
90	Schenken	Kurosawa
91	Pescarolo	Gunnarsson
92	Kurosawa	Wollek
93	Gunnarsson	Pryce
94	Wollek	Schenken
95	Pryce	Pescarolo
96	Schenken	Kurosawa
97	Pescarolo	Gunnarsson
98	Kurosawa	Wollek
99	Gunnarsson	Pryce
100	Wollek	Schenken

Silvio Moser's faithful old Surtees TS10 was the only Surtees at the race and he set 53.7 s to beat Brendan McInerney's GRD-BDG with a best of 54.2 s. Bringing up the rear was Swiss Jo Volanthen with his well-used GRD-BDG with best of 54.3 s and Gunnar Nilson's similar car from the Pierre Robert team with a best of 57.5 s.

HEAT 1

For race day both Kurosawa and Pescarolo had fresh engines, the small 15-car grid lining up in front of a not so large crowd after the local press had given the entry a bit of a rubbishing, but at least the weather was very hot. After a slow pace lap the field got away to a clean start, Coulon getting the jump on Jarier as the field roared off to the far hairpin. Coulon held his lead for the rest of the lap and at the start of the second lap it was Coulon just ahead of Jarier with Stuck next a couple of lengths back. Behind Stuck, Gubelmann was holding off Pryce, Wollek, Schenken, Kurosawa, and Pescarolo.

As the laps rolled by Coulon held his lead over Jarier. But only just, for Jarier was scratching to find a way past through the corners, but could not pull out enough extra speed on the short straights to do it. Stuck held station a few lengths behind while Gubelmann was obviously holding up the next bunch who stayed close together until Pryce found a way by going into the hairpin on the fourth lap. He immediately pulled away and then it was the same story until lap 15 which is how long it took Wollek to get by. Lap 9 saw some excitement at the tail end of the field when Volanthen and Binder made a dramatic exit at the hairpin during a four-car dice with Nilson and McInerney. Binder tried to outbrake Volanthen while making up places from a bad start and as he went inside the Swiss cut across. The result was bent rear suspension for the Swiss and front suspension for the German, leaving McInerney and Nilson to battle on their own.

Lap 9 also saw Jarier finally get ahead of Coulon but he only stayed ahead for a couple of laps but then did not come around again. His car had rolled to a stop behind the main grandstand when a bolt fell out of the throttle linkage. Coulon was now holding a stronger lead than he had before with Stuck the same few lengths behind, but it really was not STP-March and BMW's day, for Stuck was out four laps after Jarier when the gear-change linkage broke.

And then there were 11. Pryce was doing a great job in second place despite brake problems (which most of the drivers were having caused by the bumpy track and excessive use of the brakes), and he closed up on Coulon to within a few lengths and was just waiting for the Frenchman to make a mistake. The mistake never came, but at two thirds distance it looked as though March-BMW were destined not to do well at their home track. Coulon rolled to a stop just past the

Ford of Cologne boss Mike Kransfuss catches up with the latest news.



Tom Pryce had his best F2 race to date with a fine second.

pits with a dead engine and lost six laps while mechanics traced it to a screw which had fallen out of the distributor rotor arm. Coulon got going again but only lasted a short while before a blown head gasket put him out for good.

The dice for third place between Wollek, Gubelmann and Schenken was still a close one for Schenken could not get past Gubelmann's March, while Wollek was not pulling away because his airbox had slipped loose and the engine was down a little on power. Pescarolo was falling further back, his new engine apparently worse than the practice one! Schenken's problem was solved around half distance when Gubelmann stopped out on the circuit with a dead spark box.

Kurosawa had been going very well in the opening laps but was having big problems with locking front brakes and very nearly went straight on a couple of times. He eventually fell back even further with a loose rear wing which he had to stop and have fixed in the pits after a support bracket had broken.

By the closing laps only Pryce, Schenken and Wollek were still on the same lap, Pescarolo having fallen a lap behind. Wollek was eventually caught and passed by Schenken after Gubelmann's disappearance, but Wollek then lost a lap when he also had to make a quick stop to fix a drooping rear wing which was removed altogether.

It looked as though Pryce was going to head the Motul sweep but shortly before the end his brakes faded going into the hairpin after the pits and he slid straight on and then spent precious seconds trying to restart the motor which had stalled. Schenken went ahead to take the lead and victory of the first part while Pryce just managed to get going again before being lapped by Schenken and before Pescarolo could take third place. Silvio Moser finished a distant fourth, Gunnar Nilson fifth and Wollek sixth after his stop, which eventually put him two laps behind Schenken. McInerney finished seventh dropping back with fourth and fifth gear problems, his hand showing a great blister where he was having to hold the car in gear for the last 20 laps. Eighth was Nilson who dropped back after a spin while Kurosawa came in ninth four laps down after his pitstop.

Pryce was unlucky not to have won after a very good race, although he did manage fastest lap as a consolation with a best of 52.1 s, most of his times a consistent low 52 s.

HEAT 2

Of the 15 starters in the first part only Coulon was missing after the three hour break to the second part. Pescarolo's men had done a quick engine change to one of the saloon car racer's spare engines and the damaged cars had been patched up. Jarier was a bit too keen at the start but nobody seemed to mind when he jumped from 13th to third position within a couple of hundred yards of the flag—his "book" was full in while the front row were still cruising to the start line.

He tucked in behind Schenken and Pryce, the Australian just outdragging Pryce away at the start.

By the end of the second lap Jarier was out ahead however after passing both Pryce and Schenken down the straight and despite a rear wing that suddenly keeled over and looked very unsafe after one of the support stays had broken, he continued to pull away. Jarier took the official record at 51.9 s from Pryce. His only remark about the broken wing was that it caused the rear brakes to lock up a bit under braking.

The real battle of the race was between Schenken and Pryce. Pryce was really flying and after eight laps he managed to get ahead of Schenken, his FVD engine going much better than Schenken's RS. Once again though it was Schenken who had the last word for in the closing laps Pryce was still having brake problems and Schenken went ahead again. Pryce dropped well behind by the finish but still a very worthy second overall and Tim was the first to admit that he was a hard man to beat.

Stuck took fourth place in this heat but never seemed to really get going as well as Jarier. He had a couple of moments which cost him some time and he ended up suffering the indignity of being lapped by Jarier, despite his wing problems. Pescarolo came home a distant fifth three laps behind the leaders, his third engine of the weekend seemingly no better after three laps and it was thought that its poor performance and high oil temperature problems was caused by the oil lines being too small gauge. He was lucky to have taken fifth, for most of the race he was being led by team-mate Wollek after they had had a great dice in the opening laps, but unfortunately Wollek's gearbox broke just a few laps from the end. Wollek pushed the car over the line to finish and earned himself fifth place overall despite all his problems. It was that kind of a race.

Fourth overall went to Nilson who did little special but last the distance. He was dicing early on with McInerney who was forced into the pits with a broken exhaust pipe and then electrical troubles but with the few runners there were around at the end, the Irishman still managed sixth overall. Moser dropped out with a dead engine after a bad misfire while Gubelmann was going well early on and mixing it with the trailing 208 Motuls before a battery lead broke and put him out again. Kurosawa looked like he might get a look in at Stuck's fourth place at one stage, but then fell back a little with more brake problems before he finally went out for good with a blown engine.

Harlequin-Trophée
Formula Two Championship
September 9, 1973
120 laps, 276 kms

1. Tim Schenken (Motul Racing Services BDA M1) 1 h 46 m 40.9 s, 135.21 kph
 2. Tom Pryce (Motul-Smith FVD M1), 1 h 47 m 39.1 s
 3. Henri Pescarolo (Motul-Schnitzer BMW M1), 116 laps
 4. Gunnar Nilson (GRD BDA 273), 112 laps
 5. Bob Wollek (Motul-Cosworth BDG M1), 111 laps
 6. Brendan McInerney (GRD Cosworth BDG 273), 99 laps
 7. Motoharu Kurosawa (March BMW 732), 93 laps
 8. Hans Stuck (March BMW 732), 74 laps
 9. Silvio Moser (Surtees BDA TS10), 73 laps
 10. Jean-Pierre Jarier (March BMW 732), 70 laps
- Fastest lap: Jarier 51.9 s, 136.5 kph



"Accept it—we have got nobody from inside the sport whose name will add thousands to the gate."

By IAN PHILLIPS

Quit moaning

Having attended a few of the recent spate of celebrity races, either as a spectator or competitor, I have been rather alarmed at the attitude of a number of the hardcore of club racing drivers towards the inclusion of such races in the programme.

Their general mean seems to be that they go racing, generally unsponsored, every weekend providing the promoters with something to sell to the public and for their troubles they get little in return in the way of publicity or any sort of reasonable financial reward. Their attitude seems to be one of jealousy in that the invited celebrities from other walks of life get a tremendous build-up, VIP treatment at the circuits, a free race with car provided and half of them cannot even drive decently.

I find this attitude rather unnecessary and certainly lacking in foresight. For nearly six years the club racing scene in this country has been in the doldrums. It certainly has not been because the standard of racing has been low; quite the opposite, we've had some tremendous years of F3 racing, special saloons were good for a time, and now we have Escort Mexico and GI.

The decline came when the promoters lost their best method of attack when the short-sighted gentlemen of Whitehall robbed us of pirate radio. Back in 1966 when it was all gelling up nicely the pirates had not only introduced their own personalities to the

sport but it created some from racing itself. Racing at that time was getting its own identity with the young generation (I should know, I was one of them). Unfortunately, the government act came in just too early (it should never have come anyway) for racing. The foundations were not quite finished. We managed to survive on what had been done for maybe a year. Then came the slump. Then, this year, came the Luxembourg tie-up, followed by the unprompted Radio One involvement and now the music and TV magazines are getting excited about it and laying on special days and importing the stars. The rather weak argument of the "professional" club drivers is "why not use us?" The reply must go "but who are you?" Really, we just have no true personalities of our own who are big enough to be promoted nationally to bring in the crowds.

It's a strange circle but to become a personality big enough in your own field you need to put yourself across to a lot of people in the first place. Because of the state of motor racing in the past few years this has not been possible outside of F1, because other than the hardcore 2000 that turn up at every club meeting nobody else has even heard of you. Now, if by bringing in celebrities from other walks of life the crowds grow to 10,000 or more, then the people that can help create personalities will take notice. National newspapers will have to take more of an interest if so many thousands can actually go to watch, there must be so many more thousands who have been unable to, because they live a million miles away, but still want to know. Like motor racing needs spectators, they need readers which means giving them what they want. It's when the mass media gets interested in a big way that we can really start going to town.

But, accept it—now we have got nobody from inside the sport in Britain whose name will add thousands to the gate. The disc jockeys, sports personalities and politicians have proved they can, and the race promoters must capitalise on this and use the resultant media coverage as a base for putting racing on a sound footing so that it can generate its own support. I believe that we are on the right track now; there is still a long way to go and much careful manipulating needed. Okay, so your actual racing drivers feel left out but they should be patient and join in with the spirit of things now. Instead of moaning because in the long run if things work out right they will be the names in British racing.

Give us our prizes if we won them

I would like to put in a plea on behalf of the real club racers now, generally those not going for our "big money" championships. We don't expect (quietly we live in hope) much more than a tanner or a small trophy for winning, we really do it for our enjoyment (ego). But if you state in the regs that certain prizes will be given, please let's have them. I know of many club drivers who have never received their £5 or whatever it might be, it's happened to me. If I had the space I'd tell you about a great drive at Cadwell Park in April 1972... but I haven't—you're lucky! Anyway, suffice to say I'm still waiting for my trophy and so are many more like me. If you don't want to give us anything, fair enough. We'll still come but don't lead us on, please.

Still on the subject of prizes, how about a little more ceremony about presenting them to all those who have earned them—on the day not by post three weeks later when it's all been forgotten. I don't mean national anthems and that sort of rubbish but why not dish out the cheques or whatever in the clubhouse afterwards—this is possible at most of the major circuits. It would cost nothing—we'd be in the bar anyway and will continue to buy our own drinks. I gather that the BRDC did this at Silverstone at their recent bank holiday meeting and judging by the number of cars parked around the clubhouse it must have been a success. I hope it was and that other clubs will try and do the same thing.

Just a little speculation

Motor racing lives on speculation for nearly nine months of the year these days; it's something that I enjoy doing very much and thankfully have the opportunity to do it professionally. The other night I sat down with a couple of others in a similar position and we thought about a formula 1 grid in, say, five years' time. It was generally a serious discussion but as you will see the odd joker crept in. The list below contains very few current F1 names, the dividing line, except in two border line cases being drawn at one season's F1 experience up to now. If somebody else would like to turn it into a grid I'd love to see it. Anyway the list came out as follows:

Tyrrell: Jochen Mass, Ray Mallock
Lotus (JPS?): Tom Pryce, Tony Brise
McLaren: Jody Scheckter, Vern Schuppan
Hekeeth: James Hunt
Ferrari: Carlos Pace, Arturo Merzario
March (-Matra?): Jean-Pierre Jarier, Michel
Matra: Bob Wollek, Alain Cudini (or Patrick Tambay)
Surtees (-GRD-Honda?): Bob Evans, Hiroshi Kikuno
Brabham: John Watson, Damien Magee
BRM: Niki Lauda, Ian Taylor, Mike Wilds
Frank Williams: Gijs van Lennep, Geoff Frieswell (Lella Lombardi?)
Shadow: Brett Lunger, David Loring
Tecno: Jimmy Young, Bruce Forsyth
Any comments?

Seriously, though, it gives some idea of who, among the current crop of F3 or F4 Atlantic drivers that we journalists have seen performing and believe have the ability to make it. Time alone will tell.

Dave Lee Travis signs autographs at Brands last Sunday and helps to bring in the crowds. But are the club drivers jealous of the attention?





Some of the distinguished guests (from l to r): Johnnie Walker, David Simmons, Dave Lee Travis, Steve Jones, Emperor Rosko and winner Noel Edmonds

BRANDS HATCH

Noel Edmonds stars in celebrity race

Another of the special novelty race meetings was held at Brands Hatch last Sunday. Organised by the BARC (Surrey Centre) it was sponsored by *Dee Jay* and *Radio Monthly* magazine. They assembled their own team to race against a team of Radio 1 DJs, the men from the "heeb" showing that they had learnt from their race earlier in the season by taking an overall points victory, thanks to a splendid drive by Noel Edmonds, who started on the fifth row and led by the end of the second lap. All good clean fun which the thousands of spectators enjoyed. The rest of the meeting was made up of championship GT, Modsports, SuperVee and Group 1 races and a non-championship Formula Ford, all of which weren't all that inspiring.

The trophy for the Formula Ford race was presented by possibly the youngest person ever to present a prize, four-year-old Louise Cree, daughter of the publisher editor of *Dee Jay* and *Radio Monthly* Ben Cree. Lucky recipient of the prize was Rob Wicken who had a hard task in beating the most travelled man in British club racing Peter White. White's *Palliser* led from pole, but Wicken's *Maldstone Service Station Merlyn Mk 17A* edged past at the end of the first lap. After persistent pressure, the *Palliser* led again at Paddock on lap seven, but the tables were turned again at the same corner a lap later. Wicken held on to his lead thereafter and although he made a slight error at Kidney on the last lap, the *Merlyn* took the flag by 0.2 s. After a slow start from the middle of the front row, Peter Andlaw got his *Cornerway Restaurant Dulon* ahead of Barry Hopwood's *Micron* on lap seven to finish third ahead of Jeremy Sumner (*Dulon LD4*), who demoted Hopwood on the last lap.

The Britax Production saloon championship round was split into two races the higher priced models coming to the line first. Although Tony Lanfranchi's *Aramia 3.0 BMW Si* poked its nose in front just before Paddock, Richard Lloyd's *A. J. Rivers-Simoniz Racing Chevrolet Camaro Z28*, was leading as they swept into Paddock, Lloyd soon pulling out a good advantage over the BMW. However, at half distance the Camaro's lead started to dwindle, as Lloyd eased slightly on the greasy track, after putting in a lap of 59.0 s—the first GI car to break 60 s. The BMW was still 1.8 s in arrears when the chequered flag came out after 10 laps, John Oiding's Camaro



Noel Edmonds leads Ronnie Scott at Paddock

splitting the Lanfranchi car and Roger Bell's *Rothmans Si*, although Bell had been in fifth place until the penultimate lap, when Les Leston pulled up abruptly at Paddock. Bernard Unett maintains his championship lead after taking the *Chrysler Dealer Team Hunter GLS* to another easy class win over Derrick Brunt's *Firenza*.

There was the usual chaos getting the DJs in some semblance of order for them to draw lots for the *ShellSport Mexicos* and the four *Consuls* on the back of the grid, there now being an acute shortage of *Mexicos* after recent races, while there were even fewer by the end of the day. With Tony Blackburn practising in a *Consul* he was going to have to start from the back so he chose to adjust some of the wheel nuts on the cars in front, although without a wheel spanner that was a difficult operation. However, when everything was sorted out recent "Celebrity Race" winner Ronnie Scott was on pole and it was he that led at the end of the first lap chased by the ever-improving Noel Edmonds (now become a regular Brands visitor), and Dave Munden of the *Tremolos*. After Noel's super start from the fifth row he crossed the line side by side with Scott at the end of the second lap, pulling out 4.8 s over the jazzman in the remaining six laps. Munden spun at Clearways on lap four while challenging the second-place position. Steve Jones, therefore, finished third for the DJs. However, starting at the back row with a *Consul* was Desmond Dyer of *Jigsaw*, threading his way through the field to finish fourth, taking Dave Simmons on the run-in to the line. Dyer then relaxed, lost the lot at Paddock and another *Consul* was written off, although the driver was unhurt. Another piece of *Jigsaw*, Clive Scott finished sixth, while Emperor Rosko and a

beardless Johnnie Walker finished in the next two places. Dave Lee Travis could only do three qualifying laps because of his Sunday morning programme and he finished 11th, while Tony Blackburn finished well and truly last a lap down. "I thought I'd won when they waved the flag at me," but in fact he was just behind Super Noel. He then managed to have a moment on the slowing-down lap "Diddy" David Hamilton also started at the back in a *Consul*, but he hadn't seen a race track before Sunday and he was going so slowly that he might have been lapped by Tony Blackburn. He eventually retired after hearing a knocking in a wheel, which indicated to him that it was falling off.

John Morrison confirmed his domination of Formula SuperVee in this country by taking his *M&S International Super Nova* to another Silver Cup Championship victory over teammate Toby St George Matthews in a similar car. Mark Litchfield kept his *Crossle* in sight of the second Super Nova, finishing just 0.8 s behind.

As Bob Jarvis' incredible Auto Enthusiast *Davrian Imp* took the lead at the start of the Blue Circle Modsports championship race over 15 laps, Tony Claydon found his *Piper GT* hustled in to the armco at the start-line while Syd Segal also had to retire his *Healey* at Paddock with a puncture as a result of the incident. Championship leader Jon Fletcher must have wondered what was going on for he found himself in fourth place at the end of the opening lap behind the *Davrian*, Richard Jenvey's *Midget* and John Miles' *Turner*. However, it was all change on lap four when Jenvey took the lead and Fletcher's *Elan* passed the *Turner*. A couple of laps later Fletcher was second at the expense of Jarvis and they remained in this order until lap 12 when Jenvey's engine seized and his race was run, leaving the *Elan* with a 2 s victory over Jarvis and Miles. John Evans drove a steady race in his *Elan* to finish fourth, while both Jarvis and Fletcher broke their class lap records.

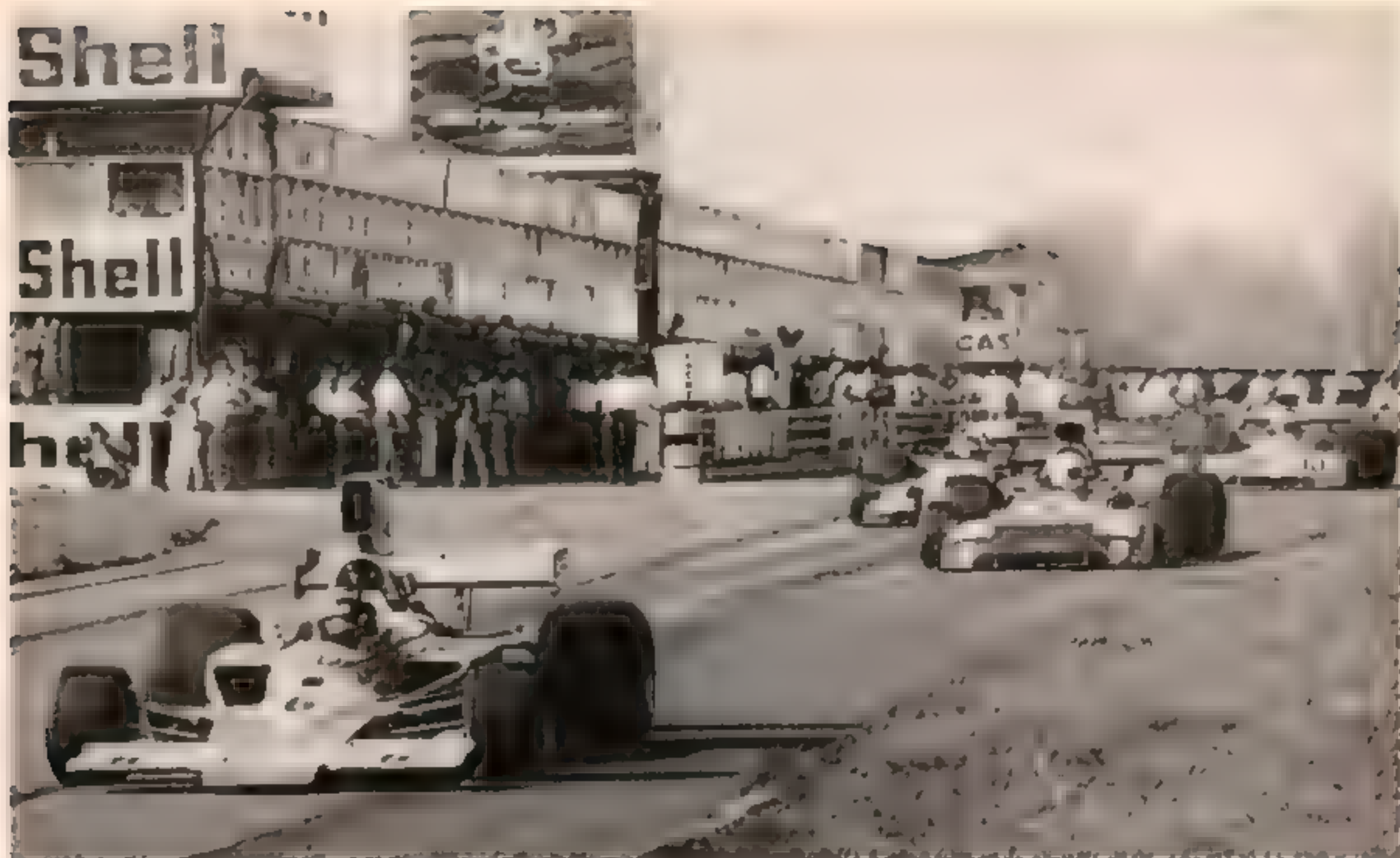
The smaller Britax Group 1 championship race was, as usual, an Ivan Dutton benefit, his *Facit Sport* winning by 1.6 s from Peter Slade's similar car although he was never really in the hunt. The *Moskvich* produced the best dicing in this race, Tony Lanfranchi earning a hard-earned sixth overall and class win in the Kensington Close Hotel-sponsored car after a race-long dice with Eric Horsfield's *Saturn Motors* car and Richard Mortimer's *Escort Sport* which finished fifth.

Jeremy Lord continues to head towards another Castrol MN GT championship, winning as he pleased on Sunday with the *Mini-Lite Lola T212 FVA*. Even the vast number of extra horses inside Malcolm Clube's 4.7 McLaren *M1C* could do nothing about it, and in fact in the closing laps he had his attention drawn to Michael Andrews' *Alexis BDA 1300* and Tim Goss in *Fred Boothby's Chevron B5 BMW* which was lucky not to be black flagged, as the bonnet was threatening to fly up at any moment. However, he was allowed to continue and finished fourth.

There was more controversial action in the *ShellSport Celebrity* race, when Richard Lloyd was pushed off by Tony Lanfranchi at Paddock on the first lap, who was charging through from the back row. The incident left a big gap in the field for not only was Lloyd out but it had also eliminated John Morrison and Rob Wicken. The race developed into the usual dice between Unett and Lanfranchi, the *Chrysler* man doing all the leading from the end of the first lap onwards after starting from the third row. Ivan Dutton watched the action from a safe distance, while Maggie Anderson, who recently won a series of Mexico races organised by MRS for the female species finished an impressive fourth in her first "proper" race. Robin Knox-Johnson ("I usual dice between Unett and Lanfranchi, eighth place followed by *Crystal Palace* footballer Mel Blyth. There was a stewards' inquiry afterwards to discuss the first lap incident and Jackie Epstein now has very few *Mexicos* left.

PAUL KING

Results on page 59



Ian Ashley's Lola pulls out a small advantage over the Chevrons of Dean, Gethin and Pilette for the lead of the exciting Gold Cup

OULTON PARK

Peter Gethin wins Gold Cup and heads Chevron 1-2-3

By ROBERT FEARNALL Pictures by PETER McFADYEN

Peter Gethin added his name to the impressive list of Oulton Park Gold Cup winners last Sunday. Driving the works Chevron B24 Gethin took 19 laps before taking command of the 27-lap race and head a 1-2-3 for Chevron and Morand. Championship leader Teddy Pilette and Tony Dean filled the next two places, Dean having held the lead for three laps before his B24 was vanquished by Gethin. Chevron's biggest opposition came from Ian Ashley, who put in a particularly impressive performance with the Henley Forklift Lola T330 to lead the race from the start and hold off the Chevron trio for six laps before a stiff gearchange gradually wore out the young Lincoln driver's right arm. In the closing laps, Ashley lost his fourth place to Bob Evans who drove his McKechale Trojan with great aplomb and Brett Lunger took Sid Taylor's Trojan into a steady sixth. Pilette's second means he holds a 7-point lead over Dean in the series with Lunger only 6 points further behind; Gethin's win moves him up to sixth. For the large crowd, the Formula 5000s provided an excellent and spectacular Gold Cup race, with many battles throughout the field, but an oily track kept times out of reach of the lap record.

ENTRY & PRACTICE

For the past four years the traditional Oulton Park Gold Cup race has been held for Formula 1 and 5000 cars, but with rising costs and clashing dates the Formula 1 contingent were removed from this year's race and it became a normal Rothmans 5000 Championship qualifier. The only regret about this was that for a meeting of such importance, it seemed unfair to make it one of the cheap £3500 rounds of 75 miles rather than the longer £7000 events. In fact, 27 laps of Oulton Park made it just under 75 miles!

The organising Mid-Cheshire MRC allowed two 45 min sessions on Saturday for the F5000 competitors and although both sessions were held on a dry track, the first was in swirling mist. Up until Friday morning, it

seemed doubtful that Peter Gethin was going to start the race with the works Chevron B24. After the Brands disappointment, the team lacked any engines and it was only last Friday that a Morand unit borrowed from Team VDS arrived at Bolton to be installed but it took all day to insert because of different mounting points. Gethin started to really fly in the afternoon session—aided by some unspecified Firestones—and compared with Denny Hulme's outright record of 1 m 24.4 s, Gethin rocketed around in the low 1 m 24 s bracket before making do with a 24.0 s. And most impressively fast it looked too, before Brian Redman remarked on his off-duty visit to the circuit that he would have expected the Hall-Haas Lolas to be lapping in the mid 1 m 22 s bracket. If only.

Tony Dean recorded the fastest time in the morning session of 1 m 24.8 s with the

Goodyear-shod Anglo-American Racing Team Chevron Morand B24 and that put him on to the middle of the front row which was completed by Ian Ashley who achieved the same time in the afternoon session. Ian's was an excellent performance for he was noticeably having gear troubles—it was jumping out of third—and for that one very quick lap he managed to hold it in third for the whole lap. The second row comprised Trojan drivers Keith Holland (1 m 25.0 s) and Bob Evans (1 m 25.2 s), the latter providing a heart-stopping long sideways moment out of Old Hall into the Avenue during the first session. Evans' engine was persistently misfiring despite a rebuild after Brands. All three drivers on the third row reached 1 m 25.4 s, those being Teddy Pilette's VDS Championship-leading Chevron, Tom Belso's Firestone-shod Shell Luxembourg Lola T330 and Brett Lunger in Sid Taylor's Trojan T101. Lunger was disappointed in his grid placing but couldn't pinpoint anything wrong with the car and life was made more unpleasant in the Sid Taylor camp when MCD's John Webb told Taylor to "piss" off back to America after Sid had queried why the afternoon session was shortened by 5 min. Taylor nearly did just that which would have lost one leading contender from the championship. With Gije van Lennep racing in Italy, Ray Allen took the vacant Shell Luxembourg Lola T330 seat after a long absence from the formula and achieved a competitive 1 m 26.2 s on Goodyear tyres, which was 0.6 s better than the unlucky Graham McRae whose Iberia McRae was again troubled with Bartz engines. After his best mill was blown in the first session, a rather tired Bartz/McRae version used at Mondello was installed for the race.

Next fastest was Willie Green in the smart Hexagon Trojan T101 with a 1 m 27.0 s, but when the block was discovered to be cracked after practice the team fell out on deciding who was to pick up another engine from Alan Smith's and the car was sent home for the weekend. Chris Craft also did 1 m 27.0 s in the second VDS Chevron B24 to share

the fifth row with Guy Edwards' Barclay-Lola T330 which only did four laps in the first session and damaged itself against the Armco at Cascades after five laps in the second, but the front damage was repaired for the race. Farther back Steve Thompson's Servis Chevron B24 suffered trouble with its new experimental RES engine which accounted for his 1 m 28.8 s and the engine was changed overnight for the one used at Brands. Kaye Griffiths went home when the Kitchmac's Kitchiner Chevrolet engine was damaged although there was talk of Richard Knight driving the car and Tony Trimmer was terribly unfortunate to break his wrist in the first practice when his McLaren M18 was in slight collision with Keith Holland's spinning Trojan at Lodge and although neither car was damaged, the sudden whiplash of the wheel caused Trimmer's injury. At one stage it seemed Peter Wardle was to take over that vacant seat but that didn't come to fruition.

Ashley (Lola T330) 1 24.8	Dean (Chevron B24) 1 24.9	Gethin (Chevron B24) 1 24.0
Evans (Trojan T101) 1 25.2	Holland (Trojan T101) 1 25.0	
Lunger (Trojan T101) 1 25.4	Belso (Lola T330) 1 25.4	Pilette (Chevron B24) 1 25.4
McRae (McRae GM1) 1 26.8	Allen (Lola T330) 1 26.2	
Edwards (Lola T330) 1 28.0	Craft (Chevron B24) 1 27.0	Green (Trojan T101) 1 27.0
Saunders (Lola T330) 1 29.2	Thompson (Chevron B24) 1 28.6	
Griffiths (Kitchmac) 1 32.4	Robinson (McLaren M18C) 1 31.2	Twaites (Lola T330) 1 30.8
Russell (McRae GM1) 1 31.8	Baker (McLaren M18A) 1 32.4	
Boatman (McLaren M18A) 1 33.0	Hayes (McLaren M18A) 1 33.0	
* Did not start A so non starter Tony Trimmer (McLaren M18), 1 33.2		

RACE

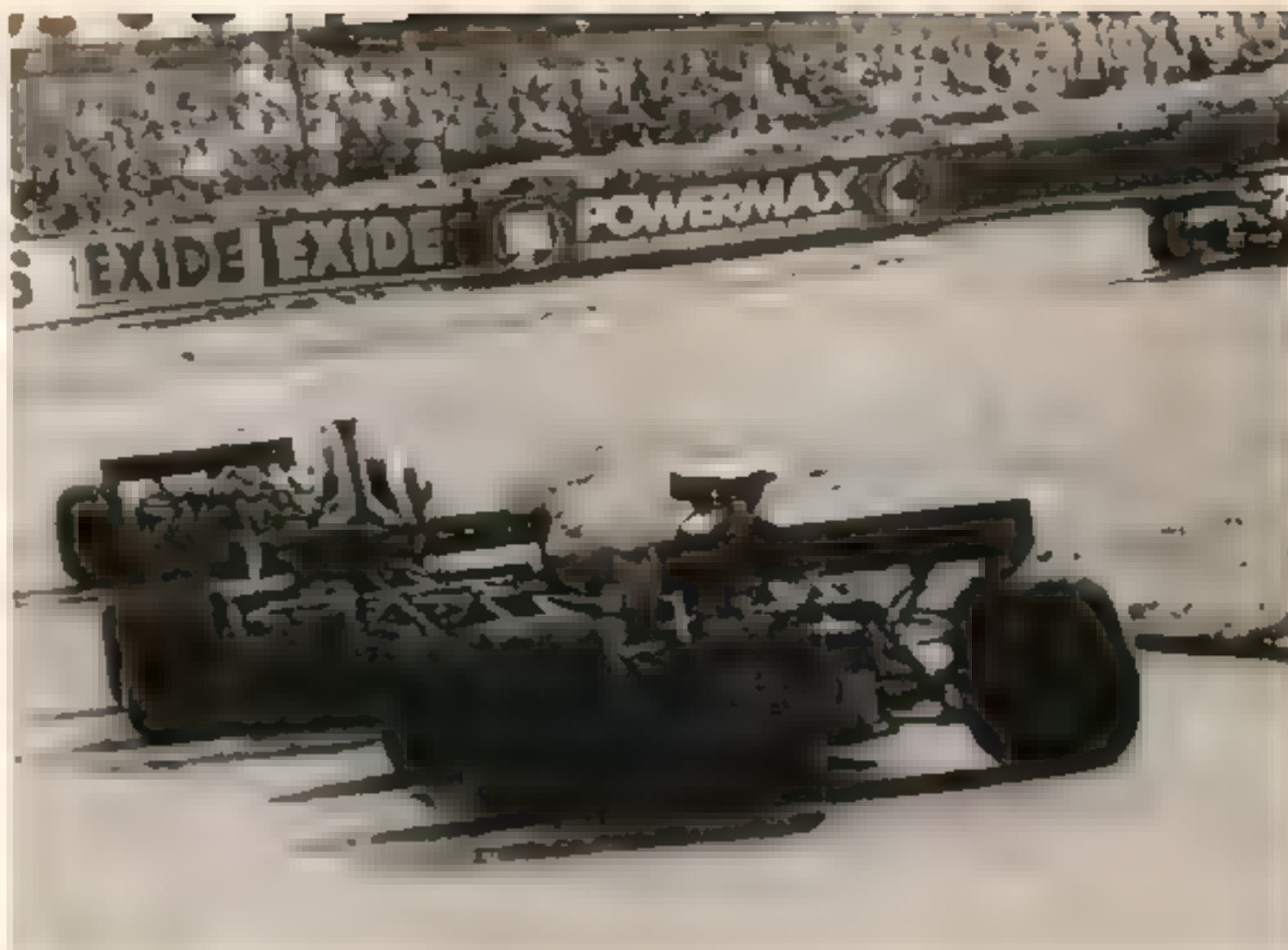
In glorious sunny conditions, the cars were given three warming-up laps which claimed Clive Santo's Shell Luxembourg Lola with a badly cracked head—the car suffered a cracked head in practice but this was replaced with another one that was thought to be not as badly cracked.

From the spectacular start, Ashley's multi-coloured Lola had a clear advantage in to Old Hall with Dean holding out Gethin, from Evans, Lunger, Holland, Pilette, Allen and McRae, and Pilette pulled out to successfully overtake Holland before Cascades. By Knickerbrook the Belgian had passed Lunger too, while Ashley continued to hold the lead with Gethin snapping at the heels of Dean. Thompson went autocrossing on the first lap in the heavy traffic which damaged the nose and



Gethin—on his way to a convincing win. sent him in to the pits a couple of times to tape it up before retiring after seven laps. This time, though, the engine was behaving itself.

Evans' fourth place fell to Pilette entering Knickerbrook for the second time so that the Chevron trio of Dean-Gethin-Pilette were now running nose-to-tail behind Ashley who opened up a small lead, while the Trojan trio of Evans-Lunger-Holland were gradually falling back from these four. Ashley was being totally unflustered by the strong Chevron pressure, but the new dog clutch fitted after the practice gear problems was too stiff and he was soon to begin to feel the strain of forcing in gears, so that when oil was being sprayed on the circuit he wisely decided to ease off and Dean went by under braking for



Dean disappears out of the picture at Old Hall from Gethin, Ashley and Pilette.

Knickerbrook on the seventh time and Gethin followed suit entering Old Hall for the eighth lap. Gethin was hounding Dean even harder now and Dean was beginning to look a bit unsteady in his efforts to keep ahead, but on the ninth lap Dean got all sideways at Old Hall and went extremely wide, which gave Gethin his opportunity to slip by on the inside and take the lead. While Gethin effortlessly pulled away into a safe lead, Pilette moved in to challenge Dean for second place and after harrying him extremely hard, the Belgian dived for the inside at Old Hall on the 14th lap and as the two Chevrons took the corner side-by-side, Dean got crossed up on the outside and went off onto the grass to continue in third after just missing the barriers. Ashley gradually fell back—"hardly able to change gears"—but he managed to hold off the Trojan trio of Evans, Lunger and Holland who were circulating in very close company, although Holland retired to the pits from this group on the 14th lap when the nosecone worked loose "and started waving at me on the last straight."

Behind this group a good five-car battle had been led by Allen's Lola before team-mate Belso took charge on the eighth lap and when McRae also got by Allen, he harried Belso and those two pulled away, to leave Allen to fend off Edwards and Craft. However, Allen spun at Island soon after and retired to the pits with the front of the tub slightly damaged. Edwards was the next to hit trouble, his Lola hitting a rabbit at Esso which removed a front wing and he dropped further out of contention when his massive rear wing gradually came adrift and he was eventually brought in to the pits to have it removed. Farther down the field, Jock Russell's McRae retired with electrical trouble after a pit stop to adjust his tyre pressures. Trevor Twaites' Lola T330 retired with an oil leak. Clive Baker's March pulled off at Clay Hill after losing much of its oil and Brian Robinson's smart McLaren M18C was making up good ground after a slow start only to be involved in a collision with Russell's McRae which sent the McLaren in to the pits with damage to the nose.

The leading Chevron trio were circulating quite well spaced out in the latter stages. Gethin driving immaculately but 0.8 s outside the record on the oily circuit, had around 8 s in hand over Pilette for most of the last seven laps and that's how it stayed to the finish with Gethin averaging nearly 115 mph to win on the same weekend he won the Italian GP

two years ago. Dean closed some of his lost ground on Pilette, although his Chevron's handling had deteriorated quite noticeably and he had a large sideways moment at Lodge on the penultimate lap, which left him nearly 10 s adrift of the Belgian.

Ashley continued to hold on to fourth place under constant pressure from Evans with Lunger waiting for something to happen behind. Meanwhile the battle between Belso and McRae had brought them closer to this battle—McRae moved ahead of the Dane on the 19th lap and when it seemed that McRae was to challenge Lunger, the McRae's engine tightened and he pulled in to the pits. Evans' attacks on Ashley finally paid off on the 26th lap when the STP Trojan scrambled by into Lodge with the cars briefly touching wheels, and Evans immediately pulled away to secure fourth after another good performance. At least Evans was thankful it wasn't a long race for his wing was coming adrift and fell off in the paddock afterwards while his engine misfire still persisted. Lunger, unhappy with the engine of the Trojan, harried Ashley to the finish, finishing just 0.2 s adrift while Ashley's fifth was his best result this year but a disappointing reward for his magnificent efforts in the early laps. Belso's expected attack on these three petered out towards the end as both rear tyres were deflating, one being nearly flat (Belso had three flats in practice, too), but the ever-smiling Dane still finished seventh ahead of Chris Craft, the last of the runners on the same lap. Craft suffered from fluctuating oil pressure but drove his Chevron steadily to close quite significantly on Belso in the closing laps—in fact, positions from fourth to eighth (Evans to Craft) were covered by just 10 s.

Rothmans Gold Cup Formula 5000 race	
Qualifying round in Rothmans European Championship	
27 laps 75 m m	
1. Peter Gethin (Chevron-Chevrolet/Morand B24)	39 m 5.0 s, 114.44 mph
2. Teddy Pilette (Chevron-Chevrolet/Morand B24)	39 m 10.4 s
3. Tony Dean (Chevron-Chevrolet/Morand B24)	39 m 27.8 s
4. Bob Evans (Trojan Chevrolet/Smith T101)	39 m 35.8 s
5. Ian Ashley (Lola-Heyl-Smith T330)	39 m 39.8 s
6. Brett Lunger (Trojan Chevrolet/Smith T101)	39 m 39.8 s
7. Tom Belso (Lola-Chevrolet/Smith T330)	39 m 42.6 s
8. Chris Craft (Chevrolet-Heyl-Smith T330)	39 m 46.0 s
9. Brian Robinson (McLaren Chevrolet/Morand M18C)	25 laps
10. Guy Edwards (Lola-Chevrolet/Smith T330)	25 laps
11. Alan Kaye (McLaren Chevrolet/Smith T330)	26 laps
Fastest lap: G. Heyl 1 m 25.2 s, 116.56 mph	
Rothmans Formula 5000 Championship Drivers	
Teddy Pilette 73	2 Tony Dean 76
3 Brett Lunger 91	4 Steve Thompson 78
5 Tom Belso 89	6 Peter Gethin 85
7 Keith Holland 84	8 G. van Lennep 87
9 Guy Edwards 86	10 Bob Evans 38
11 Entrants 1	12 Scott Luxembourg 138
2. Ango-American Racing 136	3. Racing Team VDS 114
4. Servis App. 135	5. Ian Ward Racing 84
6. Hogan Racing 59	



From a fabulous historic grid, Faura's Lister (29), Corner's Aston (12) and Harper's Lister (25) make the early running.

OULTON SUPPORTING RACES

Friswell's impressive Atlantic win

By IAN TITCHMARSH

Pictures by PETER McFADYEN

By finishing second to Geoff Friswell in the Yellow Pages Formula Atlantic final, Colin Vandervell and his Team Triplex March 73B made sure of winning the championship in the final round, erstwhile leader John Nicholson being unable to do better than fourth in the Lynxcar. For his fine win, Friswell became BP Man of the Meeting, making him the first man to win this award in each year since its inception. On Saturday Tony Brise won the penultimate round of the Lombard F3 championship and can now only be beaten by Richard Roberts or Russell Wood; Neil Corner scored another win in the JCB Historic race with his Aston Martin and Dick Mallock will win his class in the ShellSport Clubmen's series after another victory with the U2 Mk 12.

For a variety of reasons, depending upon who was doing the explaining, none of the five supporting races had a particularly good entry or grid but, as it turned out, the races were good. On Saturday afternoon, between practice sessions the Formula Threes were given the chance of chasing more Lombard points but only 16 were interested. The hoped for French contingent were turned away when someone discovered that the race had a National British permit only. This left most of the cream of the usual British-based crowd with Alan Jones on pole position in the DART GRD 373, the Australian now much happier with the revised rear suspension and Bilstein shock absorbers (which the Marches have had all year of course). Jones ended his practice against the armco at Esso, damaging the steering linkage but the car was apparently repairable for the race. With a time of 1 m 35.2 s Jones was well under the F3 record, as were Richard Roberts and Tony Brise in their March 73Bs, while Mo Harness equalled it in the Modus March. In trouble was Russell Wood, whose wing came off the

Chequered Flag March and could not be fixed quickly enough to allow him a good time, while Ian Taylor never even practised the Buly March because of the persistent ear trouble which has been afflicting him lately.

Roberts streaked away from the middle of the front row to lead Brise, Jones, Harness, Masami Kuwashima (Reystan March 733) and Larry Perkins in the Brabham BT41. "Teleco" eliminated his March 733 against the barrier at the first corner while fellow South American Pedro Passadore only got as far as Knickerbrook in his DART GRD before spinning and giving all those behind a fright, particularly Mike Wilds whose Dempster March ran over the GRD's front wheel. The Uruguayan retired but Wilds carried on, out of contention. Brise, much happier with his car after adjusting the suspension to cater for the Silverstone-dinged tub, was pressing Roberts hard all the way round the first lap and on the second, at Esso, the pressure paid off and the Team Kent Messenger car was in the lead. And that was more or less that, at least so far as the lead was concerned, for when Brise and his car are on form they are the fastest combination in British F3 at the moment and his winning margin at the end was nearly 7 s.

Roberts drove a hard race to stay in contention but had to make do with second as Jones fell back, having trouble engaging top gear, probably because the practice shunt had upset the linkage a little. Kuwashima was in good fettle and soon found a way past Harness, the two Marches then catching the troubled Jones. Lower down the field Wood was making little progress from his poor grid position and found himself mixed up with Brian Henton's GRD, which is still not handling properly after its Brands Hatch crash, and Nicky von Preussen's March. On the 11th lap Kuwashima summoned up all his Japanese

courage and tried the outside line round Jones at Knickerbrook which somehow came off in a very exciting manoeuvre. Jones tried to stay on terms, sometimes succeeding, but without being sure of top gear his penultimate lap challenge could not be sustained and he finished 0.4 s adrift. Harness (who equalled the lap record along with Brise) and Perkins were in sight of the others after good drives but the rest, headed by Wilds, were well out of it. Von Preussen put in a late but unsuccessful bid to wrest eighth from Tony Rouff's GRD, having succeeded in passing the despondent Henton and Wood.

The irresistible call of Phoenix Park reduced the Clubmen's Formula field rather drastically, which was a pity for the "international" recognition which this round of the ShellSport championship had received. Dick Mallock came along, however, with his U2 Mk 12 knowing that a win would assure him of the championship class win, and that was precisely what he got despite some worries about oil temperature in the hot conditions. The mediocre quality of the opposition was demonstrated by the progress which Alex Ferrada's U2 made from a stall at the start up to second place after 10 laps, Ferrada passing Mel Ross's U2 on the penultimate lap and then weaving well to keep the place. Mike Sales also drove well after a delayed start in the Haggispeed (he needed a push), making fourth overall which was relegated to sixth after the usual penalty was applied. The 1-litre class provided more excitement, beginning with Derek Walker's spin in Ladybird at Lodge on lap one in sympathy with Neil Padden's 1.6 U2, which had been lying third when it clipped the bank and damaged the rear wings. Walker, comfortably fastest in practice, charged off after the U2s of Peter Cooke and Martin White, who were busy disputing third overall, but retired at half distance when the crownwheel and pinion failed, after setting a new class record, 1.4 s better than the old figure. White spun at Old Hall which left Cooke, who had started near the back after breaking a driveshaft in practice, with the class win which keeps him in contention for the championship.

From an entry of only 21, no more than 15 Formula Atlantics turned up for the final round of the Yellow Pages championship. The lap record, standing at 1 m 30.2 s to Bill Gubelmann's March from last year, took a substantial beating in practice, with five cars under it and one equalling the time. Fastest

NGK Spark Plugs...

The Clean Burners!



There's ample reason why NGK wide range spark plugs burn clean, carbon-free and foul-proof. It's a unique copper core that extends further into the firing end to rapidly dissipate heat. Plus superior ceramics and a tough nickel alloy tip that burns off carbon before deposits can form. No overheating, no fouling.

We *especially* recommend NGK BP6ES spark plugs for use by owners of the *Renault R-16 series, Saab*, and other *European-made automobiles*.

Fires Up Any Engine!



UK DISTRIBUTOR

Lester Simms 12 Burwell Road London E10 7QG Tel 01-555 6805/6

Williams led from pole position into Old Hall with Wardle and Vandervell following, the latter having performed a superb start from the third row which left the others gasping. The Eden Brabham led all the way round the first lap followed by the Surtees then the Marches of Vandervell and Friessell. Nicholson (who had made a poor getaway), Patterson, Crawford and Bailey (who had also been slow off the mark). Alex, Syd was already in trouble with the black box which was playing up and inducing a misfire. As they all went into Esso, the Brabham slowed. Wardle had his hands full keeping the doors closed on Vandervell, and suddenly Friessell

The largest field of the day was provided by the JCB Historic contenders, having their first round at Oulton Park and the last but

The special saloon entry was sparse indeed, after the MCD championship status had been removed because of the clash with Cadwell John Chappell's Cooper S would have dominated it but failed to turn up on race day, leaving the win to the other Howley Racing Cooper S of Gerry Gough. For four laps Robin Farquhar's Cooper S chased Gough closely and made this nine car event quite interesting, but then retired after the glass-fibre front chafed through an oil line.

Berkett (1.0 Ford Anglia 3. Ron Hough (1.0 Mini-Cooper 5) Fastest lap: Hard 2 m 14 s, 61.74 mph





Brian Redman dominated the Pocono weekend with the Hall Lola.

POCONO

Brian Redman untouchable

By GORDON KIRBY

Pictures by CHARLES LORING

Brian Redman has assumed the mantle of the Wizenad Old Pro in recent rounds of the L&M Formula 5000 Championship and he further embellished that image by once again using the well-developed excellence of Jim Hall's Lola T330 to good effect as he drove to a deliberate and unchallenged victory at Pocono. Jody Scheckter's weekend struck a stark contrast to that of Redman, but after a trio of depressing practice shunts he contended manfully with a tweaked Lola chassis and a badly aching neck to take third place and enough points to assure himself of the L&M title. It was a weekend of slog and struggle for Scheckter, Syd Taylor and Ron Bennett, and to have won the F5000 Championship in such an anticlimactic fashion did no justice at all to their collective energies and efforts.

Having his best race of the season was Brett Lunger who led Redman for a brief time during their heat and then kept his Lola clear of Scheckter's persistent efforts to take a worthy second place, some 14 seconds behind Redman in the final. Tony Adamowicz won a heat and finished fourth in the final, driving in collected and inspired style and just holding off the advance of Eppie Wietzes who caught Adamowicz on the very last lap and flung his blue Lola through the last corner as if it were a Formula Three car. Sixth was Mark Donohue who remained untrapped after drifting back from Adamowicz' gearbox by the mid-point of the race, the Sunoco/AMC Lola's still-vague handling not working to good effect on the rather ill-conceived, poorly marshalled and downright dangerous oval cum mickey-mouse infield section.

It seems totally ridiculous that a supposedly international event could be staged on a circuit such as this which basked in an apparent total disregard for any of the past decades immense improvements and concern with all aspects of safety.

ENTRY & PRACTICE

Pocono's bread, butter and joy is oval racing. The big, outer tri-oval is supplemented by an inner $\frac{1}{2}$ mile oval which doubles back behind the pits and is used for lesser stock-and-modified-car racing. As an afterthought to all this there are a few bits and pieces of tarmac which trail about through the infield so that there is a bumpy and tightening radius loop coming off the banking, a tight, left-hander and then a fairly fast, but abruptly rolling chicane which brings the road on to the short oval. The loop from this oval which leads on to the banking proved to be a big problem for virtually everyone for it was fast enough and long enough to generate very high tyre temperatures. The sprint past the pits (going the wrong way around the big oval) leads into a deeply banked 90 degree dash which gives the rubber no chance to cool down and it was here, at this very point of high lateral G-forces, that tyre after tyre would blister or come away from the

rim and give somebody a large and nasty

So it was tyres that became the headache and the key to the weekend. If you had a Lola beneath you then you had reason to be very leary of the slightest change in feel or attitude of the car. Lolas it seems, have a problem with their proprietary wheels which, in all too many cases, are under-size beyond normal tolerances. This fault is aggravated by the split and matched rims being assembled, again in too many cases, in mis-matched halves so that inner and outer circumferences vary. So the Lola runners were busy bolting tyres to rims with twice the normal number of safety pegs and three or six little screws through the outer circumference of the wheels. There was another solution which consisted of using the older and narrower by half an inch front wheels which, at Atlanta, had solved at least the tyre seating problem.

The wheels of Chevron, McKee and March seem to be more accurate than those of Lola, so for any non-Lola runner it was a little less complicated to deal with the tyre problem. For them there was less fear of a tyre coming off a rim, but perhaps more concern with excessive understeer causing rapid blistering.

Carl Haas and Jim Hall were suitably organised so that they could cope with the Pocono tyre problem. Their Steed Lola T330, for once happy in its suspension-wing-aerodynamics combination and being unchanged from Atlanta, used the narrower wheels and well-scrubbed tyres which minimised excessive heat build-up. As at Atlanta the red Lola worked as near to perfection as one could ask and Redman was immediately faster than anybody. Only Scheckter came within range of Brian's consistently rapid and unperturbed lappery. The rest were at least a full second behind Redman's best lap of 54.015 secs around the 1.8 mile circuit which Brian made a point of constructively maligning. Like all the quick runners he was particularly put off by the heavy wooden sleepers which were moved into place all around the infield section and stuck alongside the track just where somebody might understeer or

slide into them. It was a patently stupid application and placement of crash barriers.

Scheckter's trail of misfortune began during Saturday's practice when he clipped a guard-rail while easing along towards the pits after a few fast laps. The nudge was heavy enough to tear off the left front corner and bend the steering rack. With the Lola rebuilt for the following day, Scheckter went out and again began getting around the dicky infield section just as well as Redman before he had a large moment and clouted the guardrail with the rear end, which left a corner, all the back end ancillaries and the tub itself in a twisted state. With his hand bothering him from a bad insect bite, the continual 90 degree temperatures of the past month affecting his general health, and now a spate of shunts putting his Championship chances in some jeopardy, Scheckter was feeling unhappy and pessimistic.

Late on Sunday Jody took his faithful Trojan out, after his CanAm team-mate Steve Durst had been practising it throughout the day. But after only a handful of laps the George Foltz-rebuilt engine blew up mightily as Jody accelerated along the banking and the Trojan slowed around in a vicious spin. Again Scheckter found himself sliding into the guardrail, although this time he got the car slowed right down before it crumpled against the barrier. Jody got out of the car feeling miserable, his back and neck aching and wanting only to go home and forget about things. Despite this rash of dramas the L&M points leader was still second fastest, his 54.832 secs with the Lola putting him on pole for the second heat.

There was consternation among Carl Hogan's Hagar Starks team too, for although their pair of Lolas were, for once, free of any major mechanical nasties, they had suffered far too many tyres going flat. Hobbs in particular had been harassed by flat tyres and this continual run of heart-in-mouth experiences had drained David of his enthusiasm for the race. As it was he was still fourth best with a 55.358 secs, which was just shy of Lunger's 55.041 secs. Brett was driving well and for once had some confidence in his engine, which for this weekend was a Traco, Hobbs running the team's surviving Morand.

Peter Geibin was fifth quickest, but again struggling with an unstable and understeering Chevron which would blister its front rubber in as few as five laps. For the Monday morning warm-up, the little nose wing which had been used at Atlanta appeared on the blue Marathon Chevron, in an attempt to keep the tyres a little cooler. But it was a six of one and half a dozen of the other situation and although Peter kept the wing on for the race he was convinced that he would have to stop for tyres at some point and felt that his best of 55.505 secs really meant nothing.

One of the more pleased drivers was Tony Adamowicz. For once things went relatively well for Roy Woods' Carling Black Label team and they were to stay away from the tyre problems thanks to their supply of narrower front rims. The biggest headache for the team was the loss of an engine on Saturday, but things went well after that and, for once, they found themselves without any major rebuilding work to do to their chassis. Adamowicz was wearing a new, lighter glassfibre hand cast on his broken left wrist which he has been forced to struggle with since his nasty shunt at Laguna Seca in May. Showing his best form of the year Adamowicz did a very respectable 55.518 secs for third best in the second heat.

More good and enthusiastic form came from Gus Hutchison who worked his difficult March around very well for a 55.648 secs best time. Since the demise of Skip Barber's works-associated effort, Hutchison has been the only man running a serious March effort and his privately run and financed team have done a good job of getting the car working reasonably well. But reasonably well is no match for today's Lola T330 and Gus' efforts tend towards the ragged as he works to balance the coarse transition of the March from under

to oversteer. Hutchison had a unique problem with his fuel swirl pot which is on the left side of the car and wasn't picking up at the end of the banking. It required fitting an extra Bendix which Gus would switch on as he sprinted by the pits and shut off again before coming into the infield.

Mark Donohue was able to leave Ontario early so he managed a full night's sleep and in only a handful of Monday morning laps he did a crisp and tidy 55.818 secs to take the outside, second row place in the second heat. Once again the Penske Lola was using rear Formula B rubber on the front, while at the back there were 13 inch wheels being employed for the first time. It was obvious that the silly infield section did not suit the AMC engine's worst characteristics, nor in fact, did the simple acceleration needed around the banking. With this well in mind Donohue kept away from heroics and guardrails and drove within the limits of the machine. Sensationalism is, of course, not the Penske picture.

The incredibly reliable Eppie Wietzes fell victim to the tyre disease, just as he was braking down into the infield, and his Lola turned abruptly and slung itself into the wall. This curtailed Eppie's practice and gave hard-working Jim McCormack a full night's work at rebuilding the left side of the chassis as well as doing an engine change. Wietzes had done a 56.062 secs before his dramas which put him in fifth place for the first heat.

John Gunn was next best, his bravado lending itself well to Pocono, as he chucked and sawed his March about in 56.385 secs. It was a good effort for the Roman Brio team who for once found themselves going to sleep on the eve of the race and no engine to build from scratch.

A mere thousandth of a second slower than Gunn was Evan Noyes who has been going better with every new race this year. Noyes' privately financed McRae GM1 is another amateur effort which has done a very competent effort throughout the year. Sitting in the same place as Noyes in heat two was Jon Woodner who did 56.412 secs ("See, again I beat Lazier") before having to change an engine.

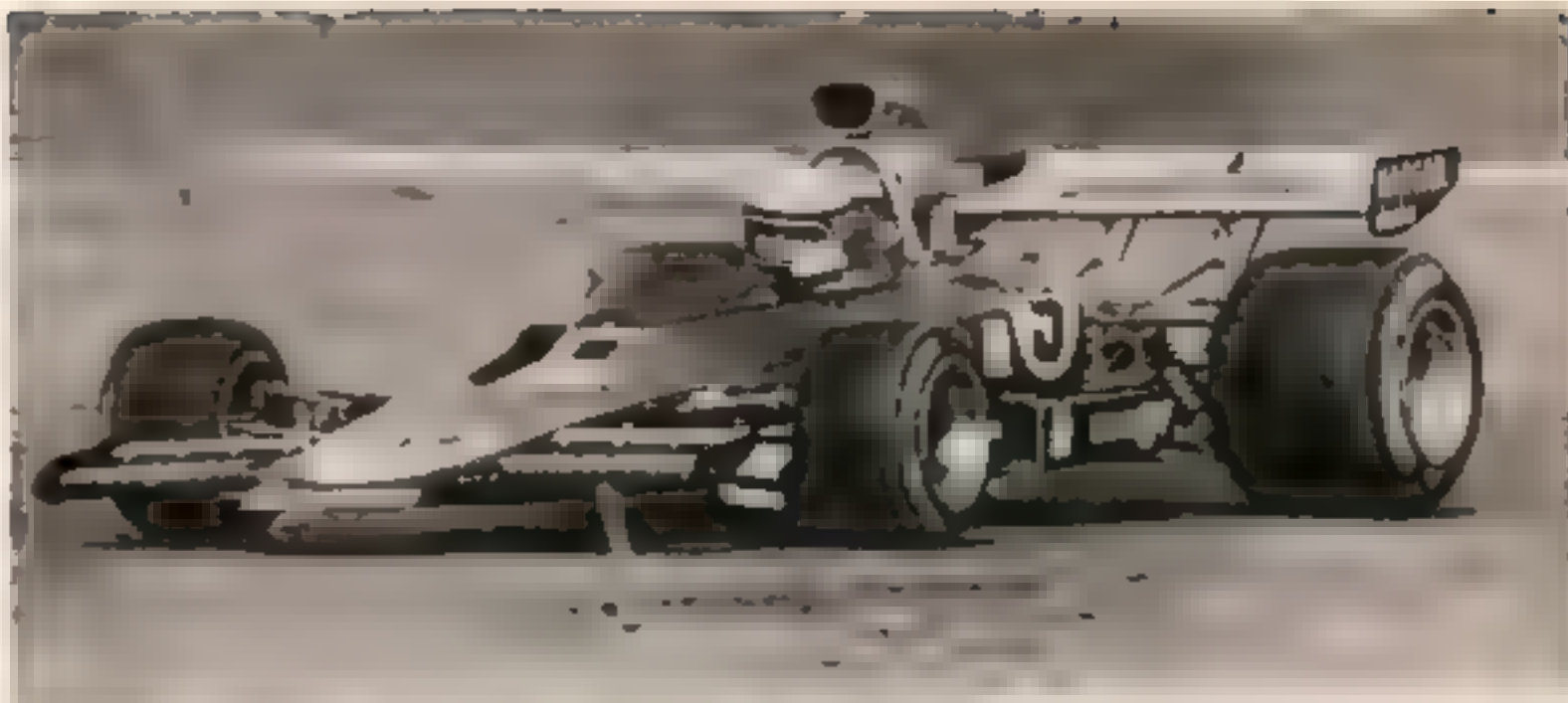
Another private effort which has been going well of late is Steve Pieper's Lola T300 which is run by his father. Pieper did a 56.528 secs with his ex-Wietzes car to nose out Bob Lazier who was hopping from his T330 to his Royale Super Vee in preparation for running off with the VW race. Lazier did a 56.609 secs to edge out Steve Durst who went well in his first drive in Sid Taylor's Trojan before handing the car over to Scheckter. After Jody's crash the car was rebuilt, but Durst was only just getting going on Monday morning when the Bill King-rebuilt engine spewed its oil away. "I guess only Alan Smith should rebuild Alan Smiths" said a thoughtful Jerry Entin.

Nobody else of note arrived which made things a little thin on the ground. Bobby Brown was about with his Chevron, but it was only for display to prospective buyers, while Graham McRae didn't arrive even after a miserable time trying to qualify for the previous day's Ontario 500.

HEAT 1

There were, then, only five serious competitors in the first heat and as they made their way through the searing heat of North America's end of summer heat wave, the number dropped to four as Eppie Wietzes shot into the pits. As Eppie shut the Bartz off the rest powered noisily away with Lunger getting down low and keeping Redman to the outside. So it was Lunger who led through the infield and past the pits with Redman, Hutchison and Gethin in a tight knot behind him, before the rest came by on their own solitary drives. Wietzes got going after nearly half a minute, an errant plug lead wire having being stuck back into place so that the Canadian had, once again, to carve through from the back.

Lunger and Redman began to edge away



Brett Lunger's second place was his best result in the series so far

from Hutchison and Gethin on the second lap, with Brian climbing all over the back of Brett's gearbox in an effort at finding a way by. It was almost an impossibility to pass through the infield, but there were 31 laps in which to find a hole and Redman was, although snuffing and chiselling all the time, not about to risk overheating his tyres with any large and dramatic manoeuvres. By the fourth lap Gethin had dropped away from the two leading Lolas and Hutchison had spun down to fifth, behind Noyes, who he was now reeling in.

On the fifth lap Redman was able to tow up beside Lunger and outbrake into the tightening righthander on to the infield. By the time Brian came rushing on to the banking and past the pits he had already pulled out nearly a full second which he extended briskly to some three and a half seconds by the eighth lap. Being very mindful of the tyre situation, Redman drove with care until the midpoint of the race and then, when everything seemed to be holding up well he put in some fast laps and drew out an 11 second cushion by the end.

Brett was very safe in second place and could afford to relax and take care over the final laps as the left rear tyre overheated and went off. Needless to say he was pleased and optimistic after his recent non-events. Gethin's third place fell away when he had to bring the Chevron in for the anticipated front tyre change after just 13 laps. Peter went back out just behind Hutchison who had finally got by and away from Noyes, and the March and Chevron had a good race for about 10 laps, although Gethin was a lap behind. Peter managed to unlap himself and get away in the final laps to finish sixth behind Wietzes who quickly got into his stride and drove a conservative race, looking for a safe grid position.

HEAT 2

Jody Scheckter has certainly mastered the North American art of rolling starts this year and he again snatched a clean lead as he swept the white Lola down across the banking and through the first sweeper. But as he prepared to brake and drop through the infield he saw the left front tyre fall flat and found himself spinning straight on along the banking. So Hobbs dashed below with Adamowicz, Gunn, Donohue, Woodner and Lazier hanging on behind through that first lap. Jody sorted everything out and crawled into the pits to have the tyre changed and sprinted back out about a lap and a half behind.

For the next four laps Hobbs held a close but strong lead from Adamowicz who was doing a good, clean job of maintaining firm pressure on Hobbs' pace. But on the fifth lap Hobbs' wretched luck collapsed yet again, a left front tyre going flat at very nearly the precise place that Scheckter's failed a few minutes before.

So it was Adamowicz who now took his first lead of the year which by this time was

a comfortable cushion of nearly three seconds to Gunn who was a shade further ahead of Donohue. And then, as Hobbs got out of the pits just ahead of Scheckter, Gunn slowed drastically and drove slowly into the paddock with the water temperature off the clock.

After these hectic eight laps things began to take some kind of form. Adamowicz was now able to extend his lead and hold around a five second lead until Donohue began to pressure himself with 10 laps left. But despite Mark's firmest efforts Adamowicz was able to hold on to a barely dwindling two second margin by the end and give Carlings, Roy Woods and himself a good shot in the arm.

Well behind these two Lazier and Woodner had a good dice which kept them within the same lap of Adamowicz. Woodner led for most of the race but the constant and busy right-turn nature of the course tired him and he had to let Lazier get by and pull away by eight or nine seconds towards the end.

Hobbs and Scheckter had a sustained dice for almost 20 laps with Hobbs doing a very good job of holding Scheckter at bay. It was a good clean chase which brought them quickly into contact with Woodner and Lazier, but just about that time Hobbs again had to slow, the replacement left front losing its feel as it went out of round. So Scheckter was able dash by and take fifth place, driving almost as quickly as Redman with a chassis that was as much as 30 lb imbalanced from corner to corner. Hobbs was a dejected seventh after being forced in for a second stop and falling two full laps behind by the end.

FINAL

With Scheckter, Gethin and Hobbs stuck well in the midst of the grid after the tyre failures of the heats and Pocono's full oval offering so much room at the start, it was inevitable that the first corner would be thick with traffic. Only Redman seemed to break free from the swarm and he had almost broken away as he flicked the car down to the infield. Lunger had been able to intimidate Adamowicz for second, but Scheckter had penetrated already to fourth from Donohue. Wietzes too had made a fine start and came through behind Donohue and ahead of Noyes, Hutchison, Lazier, Woodner and Gethin.

With the chance to escape from his pursuers Redman drove vigorously throughout the first three laps so that he had more than four seconds lead before the train behind him began to settle down and break up into loose chases. Lunger, Adamowicz and Scheckter were getting away from Donohue, but there was almost a full second between each one of them as, in fact, there was between all the first dozen cars. Only Wietzes and Gethin were making any impression on the car they were chasing and then Lazier and Woodner dropped out, Lazier stopping out the back and Woodner making a quick stop for a flat left front tyre.

Continued on page 39

It's Team Ford·Sure-for sure!

¡Siempre los ojos fechados, quando viajes con Sr Bean!



You were wondering where the Barnsley Bandidos have been? Well, we're back seniors for the "catch Nigel Rockety" season. El Presidente, Eric Jackson of "roll me over, lay me down and do it again" fame is confident of course. Not off-course, like our folk hero Yumping Bob Bean and his spinning machine at the Brands Ford Sport Day. Escaping execution by jumping on a passing Green Line bus, he headed for the hills taking a superb 10th place on the Welsh with Alan Greenwood in the Team FordSure, Castrol Lubed, blue striped Mexico, the

first of that model over the line. Meanwhile, back at the ranch, Service Director "El Gritty" (Martin Burgess) took time off from preparing customers' demon screamers and flogging

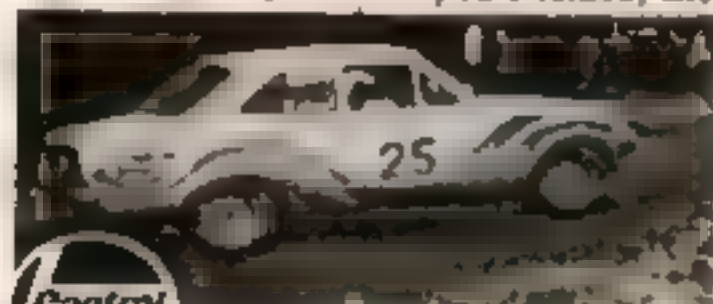
Yumping Bean lamp covers (to you £1.05 pair p.p.) to finish high in class on the Avon Tour. Being a naive peon he found there's a world of difference between nudging banks with cars in Banff and nudging



"El Gritty"

backs of cars at Brands. Poor simple lad! So, us magnificent seven (if you include Eric, Martin, the service crew and our donkey) are off to take first place in the Mexico Rally champs - we're second at present. As we said before - we've a Rockety road ahead!

★ A pair of lamp covers for the first correct translation-answers quoting (Autosport).



Castrol

In our mountain beanery!



Beans means teams! Bob & Alan.



What servicing should be

Service Garage (Barnsley) Ltd

Dodworth Road Barnsley Yorkshire Tel 0226 5741

LEN HARTLEY

Suppliers of exhaust systems to
the majority of the world's
greatest racing teams

**FOR PROVEN QUALITY
AND RELIABILITY**

**LEN HARTLEY
DEVELOPMENTS**



(Racing Exhaust Specialist)

THE COACH HOUSE,
BASSET DOWN,
SWINDON, WILTS.

Tel: Wroughton (0793) 812777.

You can't run away from smelly feet!



Slip a pair of Fresh-Sox into your shoes and forget about foot odour. Only Fresh-Sox have layers of activated carbon which absorb odour day after day. Feet are left fresh and sweet. Do your feet a favour—they deserve it!

Fresh-Sox
simply stop foot odour

Available from Boots and leading chemists



Harv de Rooy's Daf and Hugh Wheldon fight out a typical rallycross battle in Austria.

Rallycross: John Taylor outlines the past and future

Next Saturday (September 15) Lydden Hill rallycross circuit is the scene for the first British round of the WD & HO Wills Embassy European Rallycross Championship, organised by Thames Estuary Automobile Club and televised by BBC Grandstand. The series, covering six countries in Europe with one qualifying round each (plus a final at Lydden on November 3), is the culmination of many years of effort devoted to bringing rallycross to a truly mass-audience. Continental TV companies, and an often astonishing number of spectators, have provided the impetus to turn the Wills events—and other individual championships like the Dutch Avro TV Trophy series—into worthy stamping grounds for manufacturers and well-sponsored privateers. Britain is well represented for, after four qualifying rounds, John Taylor's Haynes of Maidstone/Shell Ford Escort RS leads the series by nine points. However, that doesn't signify that British Fords rule the series, for the top eight cars read off as: Ford, VW, Saab and Ford tied, Daf, Saab, Daf, BL Mini. In the lower half of the top twenty, quick British Mini exponents David Angel, Nick Jesty and David Preece are all well placed but the Continental opposition can only get stronger. "Autosport" sent Alan Hutchinson to talk to John Taylor to find how this new European branch of motor sport had developed and the future prospects.

Taylor was born in Inverness 28 years ago, the son of a Commander in the Royal Navy. His schooldays were spent largely in Bermuda, before attending Pangbourne Nautical College. Farming and National Hunt (Steeplechase) Racing occupied John's attention thereafter, with horses growing ever more important as success built up. A back injury caused his retirement from that sport, but he soon entered local autocrosses, daylight stage rallies and rallycross in a 2 litre Volvo. His performances in that tough Swedish battleship broke the Mini v. Ford monotony effectively, but to win consistently John needed one of those two marques. His first autocross in the Volvo (which he won) was in the Summer of 1969: just about a year later he was at a Ford test day, successfully qualifying as the Escort driver to back up that winter's 4-wheel drive Capri effort in typically forthright manner John decided he needed a sponsor for his Escort programme and he approached David Haynes at Haynes of Maidstone (a successful Kentish Ford Dealership): the partnership began in 1970 and has continued to this day.

When did you start Rallycrossing in Europe, and how?

"Well, the first thing to say is that I was not the original pioneer. I don't know who first thought of taking this English sport abroad, but I am sure that Bud Smith (of

Kentish Border Car Club) took Rod Chapman, John Bouden and Brian Chatfield, plus Mike Butler's Renault R8 Gordini, to the continent in 1968. Certainly Rod has always driven his Escort abroad, but the Mini-men always went along too.

"My first trip, in March 1970, with the Volvo, was to Schluchtern in West Germany. Chapman was there with Chatfield's Mini as well, and we all tried to take part in an autocross. The trouble was a full-scale blizzard, and only my Volvo could get round the track—which was a single lane cut from the side of a mountain! I didn't win though, for the Beach Buggies blew me off. We thought it would be a good idea for the organisers to come and see British rallycross, and that they did."

How did European Rallycross develop for you after that inauspicious start?

"Truthfully, I became much better known in Britain during that winter. We entered the Escort for the Guards Championship at Croft, as well as backing up the Capris at Lydden and Cadwell Park, and took the title, despite some atrocious weather, which experts often reckon as the ruination of Escort hopes.

"It wasn't all roses though, for at Cadwell I wrote off the works-loaned left-hooker Escort in the chalk dip" (the only serious accident I can recall for Taylor—AH).

"During the Summer of 1971, things really began to happen on the continent. We went back to Schluchtern with the Haynes Escort and found completely new autocross track, more than adequate for 2 x 2 starts. Then, in April 1971, we (Rod Chapman and himself) renewed contact with Jan De Rooy, who made sure that we had entries for a brand new circuit at Valkenswaard in Holland. In fact, the De Rooy's have been amongst our (meaning British competitors') biggest allies, especially for Rodney C and me. Nothing was too much trouble when we were finding our feet: cars could be prepared at their business (trucks, lots of Dafs!) and they also helped by just sheer competitiveness. Like Chapman and myself they had strong links with the factory (at that time they ran Dafs with 1300cc Renault engines) and they really helped the rallycross cause by being so darn competitive."

Taylor thinks for a minute and adds "of course that's the trouble from my point of view now—there's too many who go quickly!" Taylor turns his attention back to the European rallycross tracks: "In April 1971 we went to Valkenswaard (near Eindhoven) for the first time. Then it consisted of just 50 metres of tarmac and the rest—over 1100 metres—consisted of sand. The sand just rutted up and I found you could lose an Escort in the holes.

"At this stage just about 2,000 people attended the Dutch rallycross track, but new sport soon drew the attention of TV, and still bigger crowds. Our next European date was at the German port of Kiel, and a converted horse-racing track. Over 40,000 attended, but the safety precautions were woeful, and I saw an Alfa climb a hedge and disappear! Rod and I finished first and second, but I never went back to the track. Rod did, but it's now been built over and Germany's rallycross track is at Buxtehude, near Hamburg.

"Through the summer Valkenswaard developed, more hard surface stone was added on the corners: originally there had been huge jumps to please the crowd, and break the cars, but these have been eliminated in the cause of speed, and bigger crowds attracted by speed. On our first visits the lap average speed was about 80 kph—now it's just about exactly double at 120 kph!"

Do you think it was just the spectators that boosted Rallycross?

"No because we've now reached the stage where Valkenswaard rallycross, as shown by AVRO, reaches out from Holland into parts of Germany and Belgium. I don't know what the audience figure is, but I do know that it's the third largest draw in Holland, behind Peyton Place and European football."

You said 1971 was the year of change—were any other new tracks opened?

"Yes indeed. In Belgium they built Oprembie with very little tarmac, but a lot of sensible hard shale, lovely for quick tail-out motoring. This year Oprembie ran into trouble over safety (a car went into the crowd last year, without causing major injuries) and the organisers cancelled a recent event on these grounds: they'll be back though. Also, the foundations for Buxtehude in Germany and Melk in Austria were laid. A party of Austrians and Germans came to see British rallycross in action last winter (71/72) and in '72 Hamburg was ready to go as a modified autocross circuit. The Austrians found Melk, sort of midway between Salzburg and Vienna (in the Danube valley) and it has turned out the best of the lot. Melk circuit is over 1400 metres long, very fast and spectacular, which brings out the best in the Escort."

How did you get on last year in Europe?

"The biggest difference was in competitiveness: speeds rose dramatically. In August AVRO invited Saab to come to one of the meetings and Per Eklund appeared. The Saab people were very impressed and, as

you know, they came back in a big way for 1973 with Strig (Blomqvist) and Eklund in very light cars that really get the job done with that freewheel device. To see Blomqvist in action is a true revelation, in fact I remember once having a terrific view of him steaming past on full chat when my brakes were full on!

"This is the marvellous thing about the new competitive drivers in Europe—I learn an awful lot very quickly from them, and their cars, so now the racing is much more competitive amongst a wider variety of cars.

During last year organisers were getting together to put this European series together. The only track I have not driven on before is Hesden in France (I don't think anyone else has either) but we can obviously expect to see Alpines going well. For the 1974 European Championship, I think we can anticipate the emergence of Scandinavian rounds in the Championship."

What about car progress in European rallycross?

"From the Escort point of view we started with 140 bhp from an 1800cc pushrod. At the time, these flexible engines suited the rough going, but now the speeds are so improved that I have just (since the September 2 round in Holland) started to use a 225 bhp alloy block BDA. At present this engine is a bit too violent when it steps on cam at 6000 rpm, so I'll try and smooth it out a little—by changing camshafts—after the Lydden round. As always in loose surface motoring, the problem is getting the right balance between horsepower and adhesion. We've certainly more grip today. I started off with 5.5in knobbles, but wheel rim widths now are 8.9 inches, often with Dunlop racers installed.

"Finding the right suspension layout is also useful training for any would-be development engineer! The Macpherson strut, live axle components are retained, but I use the vertical shock absorber/coil spring units at the rear, locating the axle with four links and a Watts linkage. You can say that it was old racing practice with a raised ride height—but the signs are that this sort of layout could become acceptable for a rally like the RAC. I think the qualities of Bilstein gas-filled shock absorbers are well known, and I use such units in the Escort."

How about the opposition's cars, how do you rate them?

"It is so tight at present that I say if you're a winner, you've . . . earned it! Honestly there's little to choose between our-

selves, Saab, Daf and that 2½ litre VW that Wurx drives. Also very competitive and worth looking for in the future are the Opels and Alpines. British Leyland I would place in a separate box: at Lydden Hill Hugh Weldon and a Mini will always go very, very well but in Europe it's a very different story. There doesn't seem to be a lot of technical feedback to keep up with the developments of other manufacturers (BL International enter the cars in Europe) and it's difficult to predict their future results. So far as other British-based representation is concerned—Chrysler or DTV for instance—I think nobody has told the right people at those factories, so they don't really know how much TV coverage and support there is in Europe."

What about the cost of running in Europe?

"The best continental drivers outside the works teams have some extremely good sponsorship deals—I know, there was one of the best making us an offer today and it's extremely handsome! Obviously it costs more to compete abroad in terms of sheer travel and accommodation expenses, but if you're any good the rewards are very worth while. At one track, where they pay on crowd drawing ability, the winner took home £700 and the second only a £100 less, which is a super contrast to the British idea of rallycross reward."

How do you see the future?

"It all looks very good indeed at the moment. You can expect to see Finland and Sweden in the European Championship next year, which can only make things better from everyone's point of view."

On Saturday we will see the fruits of the labours in Britain toward even holding this European Round. It's an idea that has been talked about for years, but TEAC on the organisational side and pioneers like John Foden (one of the others who was quick to grasp the significance of Europe, see the article in last week's AUTOSPORT), plus the Wills sponsorship, have made it all possible. If you can't be at Lydden to see for yourselves, look out for over 30 mins transmission time from BBC Grandstand on Saturday afternoon. We've heard that Murray Walker even went to Holland to make sure that he was up to date on the rallycross scene—and there's no doubt that he is one of very few motorsport commentators who take the trouble to record note on every competitor.

Rallycross to become a mass audience draw in the late 70s? stranger things have happened!

John Taylor, seen here in European sponsors colours, starts at Lydden in the lead of the championship



DUNLOP FORMULA 70

WIDE RADIALS

WITH AQUAJETS

WILL THEY FIT YOUR CAR?

ALFA ROMEO	1300, ALFASUD, ALFETTA, 2000 GT, 3000 SPIDER, MONTREAL
ASTON MARTIN	DBS
AUSTIN	MAXI 1600, 1750 & 1800
AUDI	All current models except 80
BMW	All models except 2002 TI
CHRYSLER	130
CITROEN	AMI & ESTATE DYANE SM
DAIMLER	DOUBLE SIX & VANDEM PLAS
DATSUM	SOVEREIGN 2.8 & 4.2
FIAT	All models except 2000 & 240C
FORD	All models except 500
	ESCORT SPORT
	HE 1600 & MKIII
	All current CAPRI
	CORTINA MKIII
	ZEPHYR & ZODIAC MKIII
	All current models except HUNTER GT
HILLMAN	N500
HONDA	SCEPTRE
HONDA	All current models
JAGUAR	All current models
JENSEN	(Inc. JENSEN REALEY)
LANCIA	All current models
LOTUS	SUPER SEVEN, EUROPA
MAZDA	EUROPA TWIN CAM
MERCEDES	1300 & ESTATE RX2
	2300 S, 2300 S, 2000 S, 2200 S, 2300, 2500 & 2600E, 2500, 2600E, 2800 S, 2800E S, 2800SEL S, 2800L S, 3000SEL S, 3000L
MG	S & BGT
MINI	All current models
MORRIS	All MARINA models
MORRIS	All MARINA models
	1800 MKH
NSU	1300C, Re80
OPEL	All current models except KADETT 100 CARAVAN 1300 CARAVAN & REKORD CARAVAN
PEUGEOT	404, 504
PORSCHE	All current models except 911
RENAULT	SCIMITAR GTE
RENAULT	12 SALOON, 15, 16
ROVER	2000, 2000TC, 3500, 3500E
SIMCA	All current models except 1301 ESTATE, 1501S ESTATE
SUNBEAM	All current models
TRIUMPH	All current models except 2.5PI & ESTATE and 1300 & 1300TC
TOYOTA	All current models except COROLLA ESTATE, CORONA 2000, CROWN CUSTOM ESTATE
Vauxhall	All current models
VOLKSWAGEN	All current models except KARMANN GHIA
VOLVO	144, 1800ES
WOLSELEY	12-25 MKII

For some high performance cars which require VR-rated tyres, we make Formula 70 with a different tread pattern to the one illustrated. Your Dunlop Dealer will advise you whether you should fit this, the SP Sport Super.

This list includes most popular makes and models for which Dunlop Formula 70 radials are available. If your particular make and model is not on the list, consult your Dunlop Dealer who will be able to advise you on fitment.

They're ready for you.

In 1964, Kleber made the first experimental Cablon-belted radial tyre. Now, in 1973, we're selling the first full range of Cablon radials to British motorists.

What took us so long?

The design and launch of any new tyre takes time: but the Cablon radials aren't simply new tyres. They're the biggest single breakthrough in tyre technology since radials were invented. After Cablon, tyres will never be the same again.

Cablonising is a technique perfected by Kleber. It allows

Cablon

us to exactly bond modern, high tensile fibres to tyre rubbers.

For our first Cablonised radials, we chose a glass-fibre. By 1969 we had tested several thousand Cablonised radials at our test circuit near Miramas, France, and over

hundreds of thousands of miles of Europe's roads and motorways.

We had a cooler, lighter tyre than ever before. (Glass-fibre is one-

third lighter than steel tyre cording and pound for pound is stronger. It loses heat faster: the tyre was already outlasting any other we tested).

We had a tyre that absorbed brakeloads

evenly, sat flat on the road, gripped better, slipped less, handled crisply and cut hardly at all. (We'd confirmed our lab estimate - Cablonised glass-fibre is more resilient than steel tyre belting).

We thought we had a winner on our hands. And by 1971, when a set of Kleber Cablon radials won their first international rally, we were sure of it. We've gone on winning rallies ever since.

The V10 GTS wide, Series 0.70 Cablon radials hit Britain in March of last year. Hundreds of you bought them, drove them hard and heartily approved.

That's why we're now offering a full range of the greatest tyres we've ever made: the V10 GTS Cablon for GT cars, and a range of standard width tyres, the Kleber

V10 Cablons, to fit just about every popular car in the country. (Call any Kleber dealer).

Cablon tyres will change the world of motoring. And wasn't that worth waiting for?



Kleber

Kleber Tyres Limited, Pump Lane, Hayes, Middlesex. Tel 01-848 0333

The French revolution in tyres. KC 1/2



Our cars are built for summers like this.

The Moskvich finds life quite easy in a hot climate like we have here in Britain.

Back in Russia, it's built to start easily at sub-zero temperatures.

It has a 2 speed heater that will keep you snug at 20 below.

Headlamps designed to guide you through the densest mist. (Eng and hesh t cornered the world's fog yet)

And safety features that include

servo-assisted brakes, a collapsible steering column, an anti-dazzle driving mirror and burst-proof locks.

The Moskvich, slightly spruced up, even managed to run away with two Group One Production Car Championships in its first year of racing here.

It probably thought it was back at home.



MOSKVICH IN DORSET

GUYS AUTOMOBILE ENGINEERS

MARNHULL, DORSET



MARNHULL 244

*Cars available from stock
Demonstration cars available
By appointment*

ASHLANDS GARAGE LTD.

For Moskvich in Staffordshire

come to
292 Hartshill Road
Hartshill
Stoke-on-Trent
Tel : Stoke-on-Trent
(0782) 44584 or 47330



MOSKVICH RETAIL DEALER IN WEMBLEY

contact

KEITH MOTORS LTD.

Wembley Hill Road
Wembley

Tel: 01-903 2826

*The Enthusiastic Dealers
in Wembley*



FOR YOUR MOSKVICH

CONTACT
MR LOACH

GROVE HOUSE SERVICE STATION

RYALL,
UPTON-ON-SEVERN,
WORCS.

Tel : 068-46 2842.



MOSKVICH IN BIRMINGHAM

contact

KINSON MOTORS (B'HAM) LTD.

MOSKVICH IN WARWICKSHIRE

*We back up what we say by racing them.
Note our recent success in Group One events.
FOR TEST DRIVE RING 021-664 4189.*

Demonstrators available. Specialist mechanics

KINSON MOTORS (B'HAM) LTD,
163 SOHO ROAD,
HANDSWORTH,
BIRMINGHAM 18



FOR MOSKVICH IN BEDFORDSHIRE *contact*

DUNSTABLE DOWNS GARAGE

3 Tring Road
Dunstable, Beds
Tel: Dunstable 63231

DEMONSTRATIONS A PLEASURE
FULL SPARES & SERVICE



FOR MOSKVICH IN SURREY

contact

JOHN GROOMBRIDGE

MAYFIELD ROAD GARAGE,
CROSS-IN-HAND,
HEATHFIELD.

Tel : 04352 2466.

*From as little as a 15% deposit you can
drive away a new Moskvich with up to
4 years to pay.*



Since Datsun's Bluebirds have taken off, repair bills have come down to earth.

Cars that keep breaking down keep your blood pressure up.

Worse still, they keep your repair bills up too.

But you'll be glad to learn there's one car that's earning a reputation for giving more service than it needs itself.

It's Datsun's Bluebird. The family car that people are discovering can save them a lot of time and money.

That's why the Bluebirds have taken off. Let's tell you more about them.

Bluebird reliability

This year, Datsun will make about 2,000,000 motor vehicles, and sell them. Only three other companies in the world can do better than that.

Of Datsun's total production, the Bluebird range accounts for a large share. In recent years more than 2,500,000 have been sold in 125 countries.

And at Datsun we achieve this sort of success because we do things very carefully.

Our production lines are not built to be the fastest in the world—they're built to be the most efficient.

They move at a gentle pace so that every employee can do his job properly.

And to make sure he has, 17% of our Datsun staff are engaged solely in inspection work.

In just one plant 850 specially trained people are responsible for examining every detail from the bumpers to the ashtrays.

And when a car reaches the end of the production line, a meticulous final check is carried out before it goes through a monsoon style waterproofing test.

When this is all done—the complete check

is repeated all over again—just to make sure.

Bluebird reliability proved in East African Safari

In the recent East African Safari rally, probably the world's toughest, Datsun won first and second places as well as the team prize. Further proof of Datsun reliability was the fact that out of 100 rally cars to finish, 86 were Datsuns.

Bluebird equipment

Because we do all we can to make our Bluebirds trouble-free, we know the customer will be saving a lot of money as a result.

But we don't want him to spend a lot on buying the sort of equipment he'd like his car to have from scratch. So when you take a close look at a Datsun Bluebird, you'll find dozens of things built in that you normally find only in very rare cars.

Here are some examples.

On the 260 models you get power-assisted twin-circuit brakes, discs at the front with anti-lock valves, radial ply tyres, anti-rail bar, four headlamp system, a variable (three speed) heating/ventilation system with demister, interior, long-deck slant and anti-freeze, a centrally located fuse box, alternator, hazard warning lights, two-speed electric wipers, electric windscreen washers, roof-mounted light, interior light and map-reading lens, hand brake warning light, reversing lights, headlamp flasher, illuminated cigarette lighter, trip meter, clock, twin sun visors, fully reclining front seats, almond-padded arm rests, door pulls, glove locker, anti-gaze and breakaway rear view

mirror, wing mirrors, tinted glass, zone-toughened windscreen, central console box, three-ashtray, one illuminated, one with inner theft-proof lock, steering lock, lockable petrol cap and fitted carpets.

On the 280 you get in addition front seat headrests, heated rear window and press-button radio.

On the coupe model there are in addition high-speed horn, rear passenger grab handles, a tachometer, low brake fluid warning light, rear quarter window down windows, anti-dazzle rear view mirror, crown claw knobs and a twin carburettor engine.

Bluebird performance

A reliable, well-equipped car is a very well-run performance car.

We think the Bluebird does—but judge for yourself.

The engine's serious need of fuel design with alloy head and compound compression coming in 1900 cc and 1800 cc forms.

The 1900 unit produces 100 b.h.p. SAE and 120 m.p.h.

The 1800 gives 105 b.h.p. SAE and 105 m.p.h.

Then there's the 180 SSS twin carburettor coupe engine producing 115 b.h.p. SAE and 110 m.p.h. And of them provide the Bluebirds with what the journalists call spirited acceleration—yet they use fuel sparingly.

All in all then the Bluebirds have a lot to offer.

They'll take you far, far, far, further than you believe possible.

And with what you save on Bluebird, there's no reason why you can't start up a fund towards a Datsun Laurel.

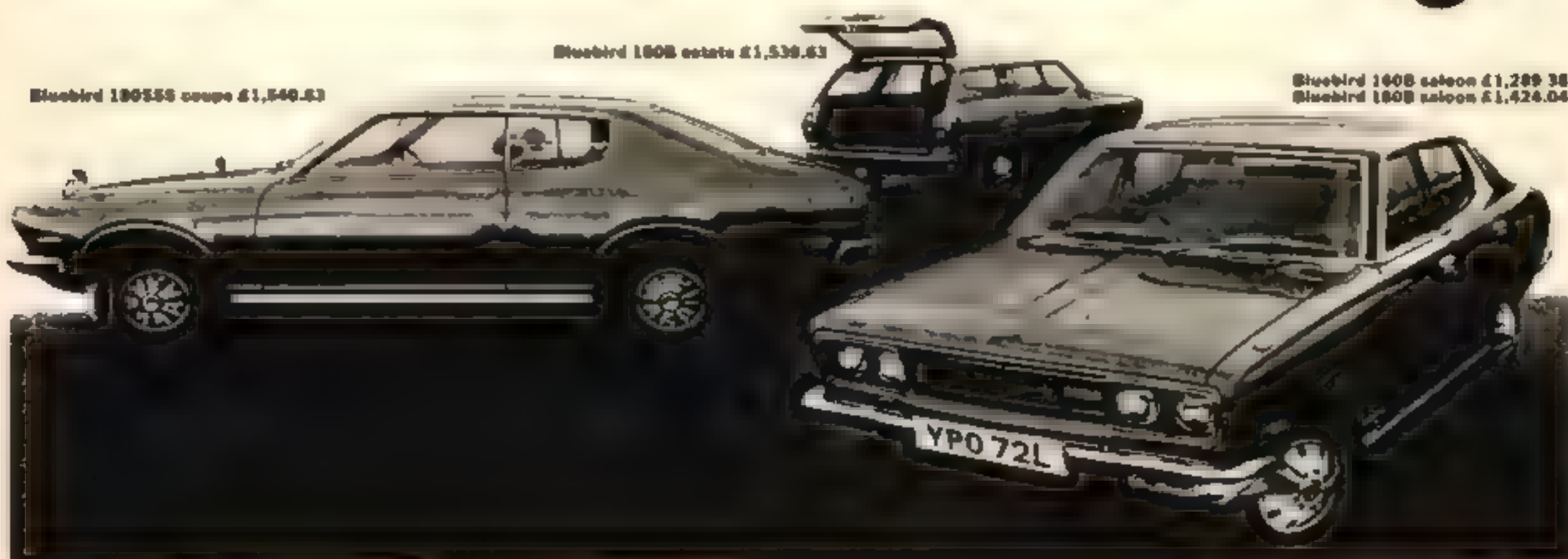
DATSUN UK LTD, DATSUN HOUSE, BRIGHTON ROAD, WORTHING, BN1 1JBS, TEL. WORTHING 204441, TELEX 875583



Bluebird 180B estate £1,539.63

Bluebird 180SS coupe £1,540.63

Bluebird 180B saloon £1,289.38
Bluebird 180B saloon £1,426.04





Tony Fall gets the Datsun 180B well sideways on one of the 25 stages.

TOTAL RALLY

Success in South Africa

TONY FALL gives an account of winning for Datsun

Organised by the Pretoria MC of South Africa and run during the last week of August, the 18th Total Rally proved to be an improvement on previous years, concerning the running of the special stages and operation of the time controls. As usual the organising club made available return air tickets for overseas crews and this attracted Ove Andersson/Jean Todt in Toyota Cella locally prepared; Pter Walfridsen/John Jensen in a Toyota Corolla Estate car; Ode Andersen/Charlotte Heuser in the same Datsun 1200 they won the Ladies Award on the SNU Rally and prepared by Ewold van Bergen of Special Vehicles Division of Datsun SA plus myself and local co-driver Franz Boebhoff in a works 1800SS Datsun running on carbs instead of injection. This car put out about 175 bhp and was virtually to the same specification as the Safari Cars. George Nascermento from Portugal was supposed to bring a Datsun 1800SSS from Lisbon but his sponsorship fell through and the car never arrived so he rented a similar car from a local enthusiast. Darniche's ex-Morocco rally Alpine was flown out for the Monogasse crew of Rice/Isart.

A strange ruling by somebody forbade competitors to use tyres manufactured outside SA. We managed to get some Goodyear Ultra-Grips which are just starting production there, the other most popular tyre being the Firestone Cavallino. The start was as per Monte Carlo with various starting points converging on to a common itinerary. Most people opted to start from Pretoria, some of the other starting places only receiving two starters.

The first section back to Pretoria saw the inclusion of three special stages and some tight road sections basically to give a classification to the press and also put the restart the next day into classification order—a thing that more rallies ought to do.

Jan Hettema was the quickest and so the first to restart driving with Gerry Phillips, the "Little Chevy" as it is marketed in S.A. having a five litre V8 engine going in standard from 290 bhp! Unfortunately Rev Walfridsen's Corolla Estate car blew its engine just after the start, which made his rally a very short one. Ove Andersson was 2nd, we were third and Elbie Odendall 4th with an ex-works

Escort. He should have been higher but was penalised 2 minutes on a radar trap. The radar traps were frequent with the penalties severe for an offender; 20 kph over the speed limit meant exclusion.

The meat of the rally was contained in the last two nights in the forests of the Republic and Swaziland. Route finding was by a road book made by the organisers and as was to be expected many competitors lost themselves completely. At one time control between stages in the middle of the forest saw competitors emerging from four different directions at the same time with the numbers ranging from one to fifty.

Jan Hettema made the rally man's favourite and did a "straight on at T" on an unmarked junction. Our fan belt was constantly breaking and streaking and eventually the bottom hose was cut by the pulley and we lost 15 minutes replacing it. Ove Andersen broke a front strut and retired.

The ten hour halt at Nelspruit saw only 17 cars running, this being reduced the following night to only 10.

The last three stages on the run in to Lorenzo Marques in Mozambique were very dangerous affairs with local marshals operating them, the last two in particular were open to traffic and the start marshals said they had no instructions to close the roads—we met assorted vehicles including a bus.

A protest by the Alpine crew regarding their exclusion at a badly sited radar trap delayed results, but these were eventually posted.

The organisers of this rally would like to see it included in the World Championships but I feel they have some loose ends to tie up first: I understand that next year the event will be run exactly to the FIA book and not to local SA regulations. If this is so it would be an excellent rally running in very competitive terrain.

1. T. Fall/F. Boebhoff (Datsun 180B), 36512 2. E. Odenda, C. Kaun (Ford Escort RS), 36981 3. C. Cloete/M. Hooper (Chevy Firenza V8), 40123 4. S. van der Merwe C. Hawks (Datsun 160 SSS), 43873 5. A. Lieberman L. Joubert (Pugeot 504), 43322 6. F. Franck E. Prytz (Toyota G5L), 47584 7. M. J. J. Moutzom (Prest 128), 47789 8. P. Schurman/M. Gerdner (Dodge Colt), 48357 9. D. Dancker Andersen/C. Heuser (Datsun GX), 53286 10. O. Gans/P. Gans (Toyota G5L), 54724

Continued from page 33

By the tenth lap it was clearly Redman in control from Lunger, while Scheckter was looking now for a way past Adamowicz. Donohue had picked up his space somewhat as Wietzes drew closer and by this time had got himself back into range of Jody's Winston Delta car.

So while Redman drove on to another crisply stated win for Jim Hall and Steed we watched to see if Scheckter could find the hole in his chase of Adamowicz' black car and salvage third place and the L&M Championship. It took until the eighteenth lap for Jody to do it, emerging from the fine oil spray behind the Black Label Lola to outbrake Tony into the infield and begin a pursuit of Lunger. The five second margin came slowly down so that with 19 of the 45 laps to go Scheckter was within two seconds of Lunger. But then Brett seemed to respond and Jody's job became even harder. Soon it seemed that Lunger was beginning to take control of the situation and during the last eight laps it became apparent that Jody was struggling in the cockpit of his Lola. The orange band of his helmet would flick up through the looping right on to the banking and then Jody's hand would grab at the side of his helmet, apparently keeping his head upright. By the end he was exhausted from the heat of the cockpit, which had badly chafed his legs, and a weak and aching neck which must have been strained in his backwards shunt into the guardrail during practice.

Redman's handily earned victory puts him in the position of being the clearly dominant force that Scheckter was earlier in the season and it will be interesting to see if Sid Taylor and Ron Bennett can produce a suitably tweaked Lola for Scheckter to deal with Redman in the final race at Seattle in three weeks.

Adamowicz seemed to be a safe fourth until an old McLaren spun in front of him, sending him across the rough and allowing Wietzes to close right up as they started the last lap. Eppie came rushing up under braking for the final loop and swept across to the outside as they understeered through towards the banking with the blue Lola going in late and trying to shoot across on the inside as they dashed under the flag. But Tony held on and it wasn't until they were both beyond the finish line that Wietzes could tow by the Roy Woods car.

Donohue drifted back during the last half of the race, unable to do anything about his Chevy-powered protagonists and settling in for a smooth and safe sixth. Hobbs got stuck behind Gunn in the first few laps, having been too far down the grid to make up any space in the opening laps. Gunn aggravated the situation by spewing out a constant stream of oil for almost 10 laps and following that with a contrasting attack of water before finally pulling off after a dozen laps with fading oil pressure and a broken water pump. Hobbs was well out of things by that time and after getting lapped around mid-distance he got by Evan Noyes to take a very frustrating seventh.

Hutchison and Gethin caught Noyes but before either one of them could get by they ran into tyre troubles. Peter lost a couple of laps changing a punctured rear and Hutchison's March went through a front. So the Chevron carried on for an unrewarding ninth and the March ran into another flat tyre and slid firmly into the wall, taking off all of the left side and damaging the monocoque.

Pacana, Long Pond, September 3
L & M Formula 5000 Championship round Final, 40 laps.
1. Brian Redman (Lola-Smith/Chevrolet T330), 42 m 48 s 110.239 mph
2. Brett Lunger (Lola-Treco/Chevrolet T330), 42 m 2 s 53 s
3. Jody Scheckter (Lola-Smith/Chevrolet T330), 42 m 15 s 74 s
4. Tony Adamowicz (Lola-Wood/Chevrolet T330), 42 m 30 s 77 s
5. Eppie Wietzes (Lola-Banz/Chevrolet T330), 42 m 3 s 08 s
6. Mark Donohue (Lola-B&W/Treco T330), 42 m 38 s 71 s
7. David Hobbs (Lola-Chevrolet/Morand T330), 44 s
8. Evan Noyes (McRae-Banz/Chevrolet G3M)
9. Peter Gethin (Chevrolet-Smith/Chevrolet B241), 42 m 10 s
10. World Kiro (Lola-Chevrolet/ERM T330)
Fastest lap: Wietzes, 54 s 344 s, 119.24 mph.
Heat winner: Redman and Adamowicz.

Datsun win South African Rally

SEE AND TRY THE RALLY
WINNING 180B RANGE AT
THE PROFESSIONAL DEALERS



make a date with **DATSUN** at

**MEDWAY
MOTOR GROUP**

MAIN DEALERS · SALES · SERVICE · SPARES

Lady Margaret Road,
Southall, Middx. 01-578 2244

DATSUN

**G. W. SALTER MOTORS
(OXFORD LTD.)**

281 BANBURY ROAD
OXFORD

*Datsun Dealers for
Oxfordshire*

Telephone: Oxford 54521

DATSUN

DATSUN

**MAIN DEALERS
EXCLUSIVELY DATSUN IN SUSSEX**

**BISHOPS
GARAGES**

1 & 2 York Hill, London Rd.,
Brighton 685985

Circus Garage, Preston Rd.,
Brighton 685985

Heston House, Royal George Rd.,
Burgess Hill 6454-41161

Burgess Hill Service Station
173 London Rd., Tel: 3739

DATSUN
LULWORTH GARAGE

EAST LULWORTH
Nr. WAREHAM
DORSET

Main Dealers Purbeck area

Tel: West Lulworth 283

Tel. West Lulworth 283

A. F. TANN LTD.

GREEN LANE,
WORCESTER PARK,
SURREY.

ALSO AT LANGLEY GARAGE,
681 LONDON ROAD,
NORTH CHEAM
Tel: 01-337 0113/6

All DATSUNS for immediate delivery

Choice of colour

Come and try the rally winning
DATSUN 180B SSS COUPE

DATSUN

**HILL TOP GARAGE
(STOCKPORT LTD.)**

DATSUN

Immediate or early delivery of most models. Test drives
by appointment. Large stocks of parts available

LANCASHIRE HILL, STOCKPORT

Tel.: 061-480 4423

C. GADSDON LTD.

5 BRIGHTON ROAD,
SOUTHGATE,
CRAWLEY, SUSSEX

DATSUN MAIN DEALERS

Over 60 new vehicles in stock

Tel: Crawley 22396/7/8

DATSUN

DATSUN



AT
**DOWN-TO-EARTH
PRICES!**
*Buy NOW and
SAVE £££*

E. & T. MOTORS 100°. Datsun Centre give you sales, service and spares facilities which are without equal in London.

17 models to choose from—from the 100A at £884 to the 240Z at £2,398.

E. & T. MOTORS LTD.

645/661 High Road, Leytonstone, E11
Tel. 01-539 8282/3/4

(41597)

BAMENT

ABINGTON AVENUE,
NORTHAMPTON

FOR THE
**DATSUN RANGE IN
NORTHAMPTON**

Test Drive a Pleasure

Immediate Delivery on most models.

Tel: STD 0604 34427
Northampton

DATSUN

Park Motors for
DATSUN

Call today for a demonstration of the fabulous 180B SSS Coupe. All colours in stock for immediate delivery.

Park Motors (Liverpool) Ltd.

144-156 Prescot Road
Liverpool 7

Tel.: 051-228 2244

DATSUN

CLASSIC CAR

(The 3 year warranty people)

619 HITCHIN ROAD, STOPSLEY,
LUTON, BEDS.

MOST MODELS AVAILABLE

We are suppliers of special
tuning kits for Datsuns

Telephone
0682 35332/411268

DATSUN

DATSUN IN SURREY

Most models for immediate delivery, including 180B SSS Coupe and the fabulous 240Z Sports.

Phone for details

BUCKLAND GARAGE

(BY PASS ROAD)
(A25) Betchworth near Reigate

Telephone: 01-839 3595

DATSUN

**NO. 1 IN THE NORTH
THE DATSUN CENTRE**
NORTHERN MOTORS
88 THORNTON ROAD,
BRADFORD, 1

TELEPHONE BRADFORD 27302
100 NEW DATSUN IN STOCK

DATSUN

DATSUN

Peterboroughs Main Dealer

DONALDS

60 NEW CARS FOR IMMEDIATE DELIVERY

Fully trained factory staff

Large parts stocked

BURGHLEY ROAD

PETERBOROUGH

Tel: PETERBOROUGH 65787

Datsun win South African Rally



**BLUE for
STAR Datsun**

DEMONSTRATIONS AT THE FOLLOWING BRANCHES

CHELSEA:

Cloisters, Sloane Ave., London S.W.3. 01-589 1226

CHALK FARM:

81-85 Chalk Farm Road, London N.W.1 01-485 7667/7673

HAMPSTEAD:

617 Finchley Road, 01-435 2254/2255

FOLKESTONE:

Canterbury Road. Folkestone 52066

SWALWELL:

Derwenthaugh Road, Newcastle on Tyne Blaydon 2882

Most Models Available for Immediate Delivery

BOURNEMOUTH — DEAN OF DORSET

WINNERS 73, 74

DEAN OF DORSET

DATSUN

Bournemouth
0202 50101

DATSUN

Main Datsun Dealers KEN IVES AND COMPANY

THURCASTON ROAD
LEICESTER

Most cars in stock including
180B.

Tel: 0533 666861

DATSUN

DATSUN MAIN DEALERS FOR HOUNSLOW

BG AUTO SALES (HEATHROW) LTD.

Most cars available including

180B, 180B SSS COUPE AND 240Z SPORTS

1972 Datsun 240Z, white, black interior, 1 owner 10,000 miles
Radio and 8-track stereo. £1895.

Telephone: 01-570 5847

DATSUN

DATSUN MAIN DEALERS CAMBRIDGE & DISTRICT

DATSUN

H. GLOVER & SON

CHETTISHAM GARAGE
LYNN ROAD, ELY, CAMBS
Tel: Ely (0353) 2762

MOST MODELS FOR IMMEDIATE OR EARLY DELIVERY

Two Formula Ford races and an exciting Mexico race were the main meat in an ambitious eight-race programme organised by the Northern Centre of the BRSCC at Cadwell Park on Sunday. Despite a number of bent motor cars, the meeting ran only 20 m late, although if it had rained instead of the hot sunshine that prevailed for most of the day, who knows when the last race would have started. A good crowd turned out to see Donald MacLeod increase his lead over Derek Lawrence in the BOC FF championship, although Lawrence didn't start. Peter Harrington proved himself a master of this narrow circuit which is always so popular, by winning the Tate championship FF round, despite strong opposition, while Allan Wilkinson, rebuffing an early challenge by poleman Tony Dron, won the Mexico round, with battles raging behind. Both production rounds, STP and Castrol, suffered from lack of entries, the latter more, and because of the Britax round at Brands Hatch.

It was left to the Roger Clark/Esso Alfa and Stuart Graham's well-prepared Camaro to provide the Castrol action, with poleman Graham pulling into an immediate lead that he was never to lose. John Handley took up the challenge, but despite the twisty and narrow track, Graham had 7.8 s in hand after two laps, and proceeded to motor to an easy victory. Handley kept it up in second, while

CADWELL PARK

Wilkinson and MacLeod increase leads

third was team-mate Stan Clark, once he had disposed of George Potter's 3.0 Capri, although the latter retired after four laps with a broken accelerator cable. Fourth was therefore Wishart's proprietor Stan Robinson in the Gordon Spice 3.0 Capri, who was continually harried by £800 to £1,050 winner, John Lyon in the Berlita Escort Sport. He in turn had his hands full of Simon Kirkby in the F. K. Sharpe Simca Rallye, who was but a few seconds away. Dennis Russell was third in the 1.7 Viva, but a series of moments gave the place to Malcolm West's Escort Sport.

A practice non-starter for the BOC round was sadly Derek Lawrence's Smallman Oils Dulon, when the oil pump sheared, leaving the Wolverhampton driver with a seized Rowland and pole position, 0.8 s faster than the opposition. However, there was to be no Lawrence, so pole was inherited by John Crowe's Servis-sponsored Merlyn-Scholar Mk 17/20. It was his neighbour on the front row, Donald MacLeod in the pale blue Van Diemen-Scholar FA73 who immediately took the lead from Crowe, Dennis Shattuck (Elden-Piper Mk 10) and Richard Morgan's freshly completed Ray-Vegantune 73F. By the Mountain first time around, Syd Fox was challenging Shattuck in a brand new Hawks, the prototype DL11 with shorter wheelbase and narrower track, fitted with a borrowed, and allegedly underpowered Piper. However, the American spun out of Beak Corner up the Mountain and dinged the nose on the bank. Also on the second lap, Morgan had a moment at Hall Bends, dropping from fifth, so it was Robert Arnott (Merlyn-Scholar Mk 24) who found himself fourth, a position he held to the end, despite late challenges from Graham Elkington's Royale-Brown RP16, Peter Harrington, who was running in a new Scholar after practice scoring of the bore, and Tiff Needell's Elden. MacLeod was relentlessly chased by Crowe but to no avail, while Fox gave the new Hawks a promising debut for third.

The "other" production saloons came next, mixed with one or two special saloon reserves, while the £1,050 to £1,500 class was bolstered by one or two of the Mexico men converting to GI trim to get more practice for their later thrash. It was the special



Wilkinson, Dron and Mansfield battling it out in the Mexico race.

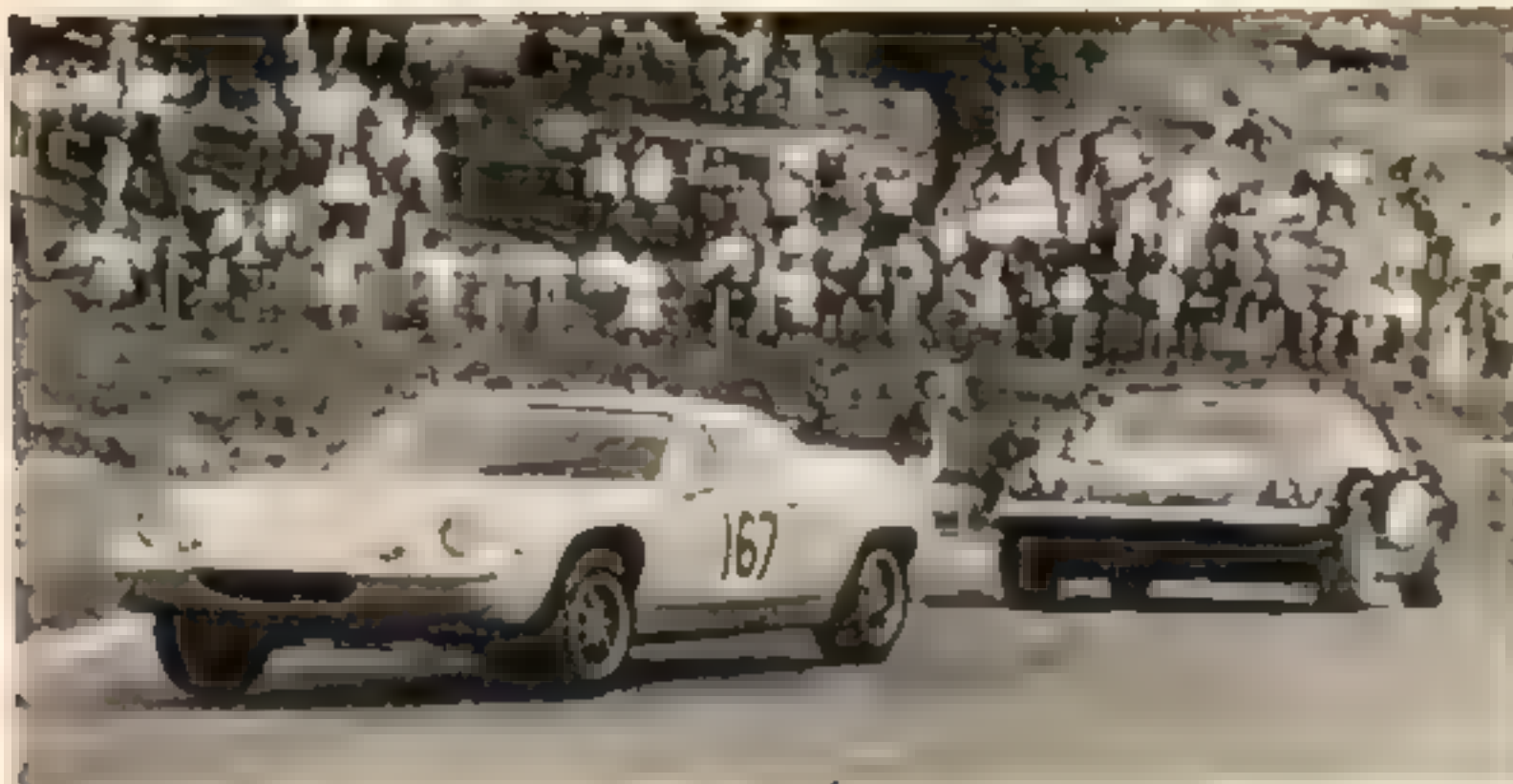
saloon 1.3 Cooper S of Gerald Clark which showed everyone the way round, pursued at a distance by class winner Tim Stock (2.3 Firenze). The main dice was between Barrie Williams, Mexico mounted instead of the GN Firenze as they thought he wouldn't be fit following his slipped disc at Aulforth, and Stuart McCrudden in his 2.0 Cortina, Williams taking the lead on lap two to the end. Mike Crabtree also had a Mexico GI race for the next position, while first of the small class was the only starter, John Worton (1.0 Mini Mk 3), who had the Mexico of Steve Neira to play with. Some word must be said about Nigel Stovin-Bradford's day. Having dinged the front end during practice, he rolled the ShellSport Hunter at the second bend in the race, fortunately with little injury, although the Hunter didn't look too good.

The round of the Northern Clubs Formula Ford championship race for the Tate and Yorkshire Post trophies was excellent entertainment. Poleman was Van Diemen driver Graham Cuthbert with Mike Wrigley's Merlyn-Piper Mk 11 beside, and Pete Clark's Wrigley Plant and Crane Hire Crossie-Rowland 25F and Bill Burley's Royale-JPE RP16 behind, with Harrington behind them. Wrigley led off the line as Cuthbert struggled to find second, allowing Burley and Clark also to get by before Coppice. Clark was in second by Park with Harrington's Archer and Sharpe Crane and Plant Hire Cougar fourth. Cuthbert slipped even further back, finally retiring when the driver realised there was little that could be done. A shame. Harrington was in third by the end of lap one, while behind fourth-placed Burley, Nigel Haywood (Merlyn-Rowland Mk 20A) and Tim Rathmell (Titan-Titan Mk 6) were locked in conflict. Harrington made his move into Park on lap four for second, and set out after Wrigley's elderly Merlyn, which was putting up a fine show. It took one lap for him to get by on the start finish straight, and there Harrington stayed to the end, a most talented display. Clark also tried to get by the Merlyn but failed by 0.2 s. Haywood got the better of Rathmell on lap six for fifth behind Burley's Royale. Dennis Crompton had a lonely race in his Centaur to take seventh.

Just to keep us on our toes, out came the Mexicos, with the consistent Allan Wilkinson

challenger, Tony Dron on pole in the Straker-sponsored car. Although personally extremely brown following an Italian trip, Wilkinson kept up Straker's yellow colour scheme with his Allen of Romford-sponsored car alongside the Dron. Rod Mansfield, despite being off colour during practice, was next up. It was Wilkinson who won the drag race off the line and was first into Coppice, followed by Mansfield, Barrie Williams, and Stuart McCrudden. Crabtree was by the latter by the Mountain, but while the first three were tied together up front, a huge group of Mexicos were forming up to do battle for third, comprising Williams, Mike Freeman, McCrudden, Crabtree, Gordon Rigby, Nick Weir, John Waterman, Peter Ripley and David da Costa, with publisher Simon Taylor bringing up the rear. While Rod Mansfield appeared to be losing touch very slightly with the leading duo, Williams spun at Park and split up the next bunch, allowing Freeman and McCrudden to break free. That was lap three, and on the next lap the pattern of the race was to change. Dron seemed even closer to Wilkinson going up the Mountain, there being inches in it, but going into the twisty Hall Bends, Dron lost the Straker's car on the loose gravel generally chucked up over the last few laps, leaving the car halfway up to the bridge with a badly dinged front wheel, which pushed the pedals back, mildly injuring the Dron's leg. Under the yellow flags, the bunch behind broke up, while McCrudden and Freeman had an about turn. Crabtree had a different kind at the Gooseneck to come round eleventh next time round, the seventh lap. With Wilkinson away to yet another Motorcraft win, Mansfield maintaining his position in the championship, although being slowly caught by the McCrudden/Freeman dice, a new group formed up for entertainment comprising Da Costa, Waterman, Weir, Ripley and Taylor, Waterman being the man up front at the end from Da Costa. Altogether a much safer Mexico race, but just as entertaining as ever.

There was no de luxe class in the STP Production sports car race, for Mike Wooley failed to turn up in the Carrera, and Chris Meek had a loom burn out in the Panthera. Instead, we had John Lepp in the Sports Motors Europa on pole, but it was the similar car of Alan Minshaw which came through from row two to lead to Coppice. However, whilst the Europa trio of Minshaw, Malcolm Wayne and Lepp looked very exciting, all was not well on the track and Minshaw retired the Demon Tweaks car being unimpressed by Lepp's driving techniques. With Minshaw out, Lepp and Wayne settled down to do battle, the outcome being in the former's favour on lap five at Park. Third, fourth and fifth were consistent throughout, being Roger Smith (Lotus Elan Sprint), class leader Shaun Jack-



Malcolm Wayne leads John Lepp in the STP race.

son (2.5 Triumph TR6), and Paul Griffiths (2.0 Jensen-Healey), although the latter was challenged by David Cudworth's Elan Sprint until a series of moments dropped him down the field. Geoff Till was customarily leading the small class until a half-shaft broke yet again, so Terry Hathaway's similar 1.3 Midget won.

Chris Meek showed us all how to go round Cadwell in the most tremendous style in the Princess its 1.8 Escort. There was no challenge. Tony Sugden led the rest, from Nick Whiting's similar Escort and Tom Powell's 1.3 Vite-Mini until a brake pipe came loose. Whiting inheriting the place despite spin, from Powell, although the latter dropped with a spin right at the end. Ray Edge reappeared with a rebuilt 1.0 Mini-Ford with second in class, while a good drive was had by David Conway through the field. Martin Edwards had a spectacular roll at the foot of the Mountain leaving the driver fortunately without injury, while practice dings excluded Alex Clacher and Bob Fox from the running, the latter visiting Cadwell's infamous barn when

the suspension collapsed.

Final event was a Libre/Clubman thrash and rightfully provided Martin Watson with a runaway win in his 1.5 GRD-Bectune B72. Second was Roger Craven, once he had disposed of Jo Applegarth's Brabham BT23C, which was silenced for Croft and shouldn't really have presented any problem to Craven, although the GRD's Vegetune was down on power. Running with Applegarth was Malcolm Jackson's BGL-Holbay Mk 1, but he disappeared right at the end, handing the place in the Clubman's class to Barry Joel's Tolbar U2-Holbay Mk 118. An uninspiring end to a pleasant day.

BOB CONSTANDUROS

Control Production saloon car round, over 11500 and up to 11050 (10 laps). Over 1500 and overall: 1. Stuart Graham (1.7 Chevrolet Camaro) 19 m 11.2 s, 70.10 mph. 2. John Hendley (2.0 Alfa Romeo) 19 m 20.4 s, 5.3 s. 3. John Carey (2.0 Alfa Romeo) 20 m 24.4 s, 4.4 s. 4. Steve Robinson (1.30 Cooper) 20 m 26.2 s. Fastest lap: Graham, 1 m 31.8 s, 72.05 mph (record).
 1500 to 11050 class: 1. John Lyon (1.3 Escort Sport) 18.78 mph. 2. Simon Kirby (1.3 Simca Rallye) 3. Malcolm West (1.7 Escort Sport) Fastest lap: Lyon, 2 m 5.4 s, 63.64 mph (record).
 Golden Mallet BOC Formula Ford championship round (10 laps): 1. Donald MacLeod (Van Diemen Schaefer FA

73) 17 m 08.8 s, 78.66 mph. 2. John Crowe (Merlyn Schaefer Mk 17/20) 17 m 08.6 s, 3. Syd Fox (Hawke Pacer DLS) 17 m 23.8 s, 4. Robert Arnott (Merlyn Schaefer Mk 24) 17 m 30.0 s, 5. Graham Ewington (Royale Brown AP16) 17 m 30.2 s, 6. Peter Harrington (Cougar Schaefer 73F) 17 m 31.4 s. Fastest lap: Crowe, 1 m 41.4 s, 79.58 mph.

Control Production saloon car round, 11050 to 11500 and up to 12000, special saloon reserves (10 laps): 1. Gerald Clark (1.3 Mini Cooper) 18 m 58.4 s, 73.49 mph. 2. 7 m. 3. Stork (1.3 Vauxhall Frenza) 20 m 0.0 s, 3. 4. Barry Mc Lams (1.8 Ford Escort) 20 m 20.2 s, 4. Stuart Mc Lams (2.0 Ford Escort) 20 m 24.8 s.
 11050 to 11500 class: 1. Stork 67.44 s, 2. Williams, 2. Mc Lams (1.8 Ford Escort) 1 m 55.4 s, 68.41 mph (record).

Up to 1800 class: 1. John Worlton (1.0 Mini Mk 3) 57.29 mph. No other starters. Fastest lap: Worlton, 2 m 15 s, 60 mph (record).

Special Saloon class: 1. Clark 73.42 mph, 2. Derek Huntley (1.8 Ford Escort) 3. Paul Ingh (1.8 Ford Escort) Fastest lap: Clark, 1 m 49 s, 74.31 mph.

Northern Club FF championship round for Tala and Yorkshire Post Trophy (10 laps): 1. Peter Macdonald (Cougar Schaefer 73F) 16 m 57.4 s, 79.61 mph. 2. Mike W. (2.0 Alfa Romeo) 17 m 1.7 s, 3. Peter Clark (Cougar Schaefer 73F) 17 m 00.2 s, 4. B. (2.0 Alfa Romeo) 17 m 04.6 s, 5. Nigel Haywood (Merlyn Schaefer Mk 20A) 17 m 26 s, 6. Tim Rathman (Talan) 17 m 26 s. Fastest lap: Harrington, 1 m 40 s, 81 mph.

Motorcraft Mexico challenge round (10 laps): 1. Alan Williams (1.8 Ford Escort) 18 m 58.2 s, 67.55 mph. 2. Rod Mansfield (2.0 m 0.2 s, 3. Mike Freeman (2.0 m 01.4 s, 4. Stuart McCruden (2 m 02.8 s, 5. John Walsman (20 m 15.4 s, 6. David B. Costa (20 m 15.4 s. Fastest lap: Williams, 1 m 56 s, 69.55 mph.

STP Production sports car championship round (10 laps): 1. John Lepp (1.8 Lotus Europa) 18 m 23 s, 21.44 mph. 2. Malcolm Wayne (1.8 Lotus Europa) 19 m 04.2 s, 3. Roger Smith (1.8 Lotus Europa) 20 m 15.8 s, 4. Shaun Jackson (2.5 Triumph TR6) 20 m 35 s, 5. 11.625 to 13000 class: 1. Lepp 7.44 mph, 2. Wayne, 3. Smith. Fastest lap: Lepp, 1 m 31 s, 73.74 mph (record).

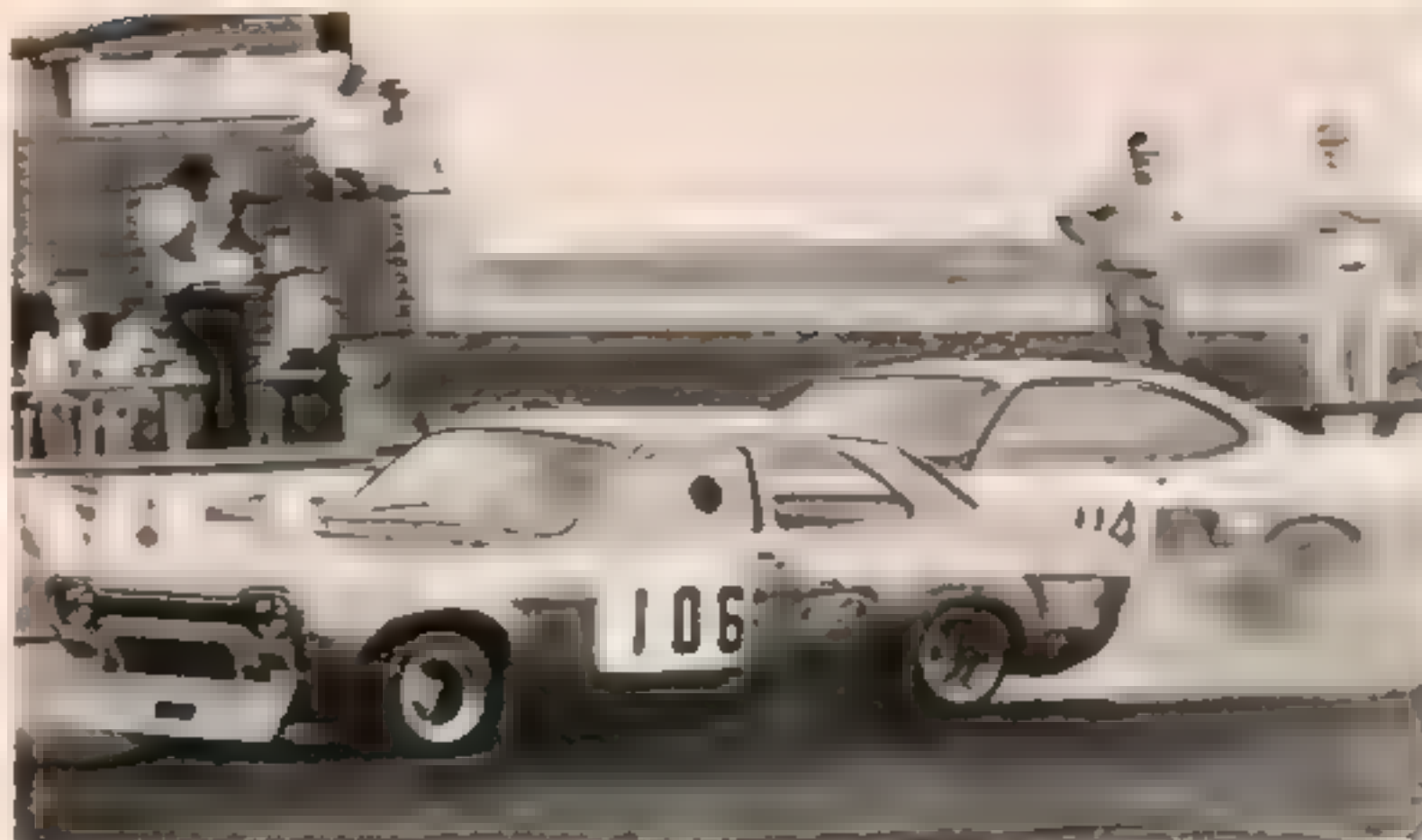
11200 to 11625 class: 1. Jackson 65.55 mph. 2. John Taylor (1.8 MG) 3. Ron Hope (1.8 MG) Fastest lap: Jackson, 1 m 01.0 s, 84.94 mph (record).
 Up to 11200 class: 1. Terry Hathaway (1.3 MG Midget) 42.0 mph, 2. 17 m 44 s, Ch. London (1.3 MG Midget) no other finishers. Fastest lap: Geoff Till (1.3 MG Midget) 2 m 5.6 s, 63.73 mph (record).

MCD Special Saloon car championship round (10 laps): 1. Chris Meek (1.8 Ford Escort) 6 m 44.8 s, 80.45 mph. 2. N. A. Whiting (1.8 Ford Escort PVA) 17 m 47.2 s, 3. Tony Mann (1.7 Ford Anglia) 17 m 47.2 s, 4. Eric Smith (1.3 Mini GT) 17 m 47.8 s.

Over 1500 cc class: 1. Meek 80.45 mph; 2. Whiting, 3. Mann. Fastest lap: Meek, 1 m 38.6 s, 82.72 mph (record).

1001 cc to 1300 cc class: 1. Smith, 79.04 mph; 2. Paul Tolt (1.3 Austin Cooper) 3. 3. Tom Powell (1.3 V. 4. M. Fastest lap: Powell, 1 m 41.4 s, 79.10 mph (record).

851 cc to 1000 cc class: 1. Peter Baldwin (1.0 Austin Cooper) 3. 72.88 mph. 2. Ray Edge (1.0 M. Ford) 3. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000. 1001. 1002. 1003. 1004. 1005. 1006. 1007. 1008. 1009. 1010. 1011. 1012. 1013. 1014. 1015. 1016. 1017. 1018. 1019. 1020. 1021. 1022. 1023. 1024. 1025. 1026. 1027. 1028. 1029. 1030. 1031. 1032. 1033. 1034. 1035. 1036. 1037. 1038. 1039. 1040. 1041. 1042. 1043. 1044. 1045. 1046. 1047. 1048. 1049. 1050. 1051. 1052. 1053. 1054. 1055. 1056. 1057. 1058. 1059. 1060. 1061. 1062. 1063. 1064. 1065. 1066. 1067. 1068. 1069. 1070. 1071. 1072. 1073. 1074. 1075. 1076. 1077. 1078. 1079. 1080. 1081. 1082. 1083. 1084. 1085. 1086. 1087. 1088. 1089. 1090. 1091. 1092. 1093. 1094. 1095. 1096. 1097. 1098. 1099. 1100. 1101. 1102. 1103. 1104. 1105. 1106. 1107. 1108. 1109. 1110. 1111. 1112. 1113. 1114. 1115. 1116. 1117. 1118. 1119. 1120. 1121. 1122. 1123. 1124. 1125. 1126. 1127. 1128. 1129. 1130. 1131. 1132. 1133. 1134. 1135. 1136. 1137. 1138. 1139. 1140. 1141. 1142. 1143. 1144. 1145. 1146. 1147. 1148. 1149. 1150. 1151. 1152. 1153. 1154. 1155. 1156. 1157. 1158. 1159. 1160. 1161. 1162. 1163. 1164. 1165. 1166. 1167. 1168. 1169. 1170. 1171. 1172. 1173. 1174. 1175. 1176. 1177. 1178. 1179. 1180. 1181. 1182. 1183. 1184. 1185. 1186. 1187. 1188. 1189. 1190. 1191. 1192. 1193. 1194. 1195. 1196. 1197. 1198. 1199. 1200. 1201. 1202. 1203. 1204. 1205. 1206. 1207. 1208. 1209. 1210. 1211. 1212. 1213. 1214. 1215. 1216. 1217. 1218. 1219. 1220. 1221. 1222. 1223. 1224. 1225. 1226. 1227. 1228. 1229. 1230. 1231. 1232. 1233. 1234. 1235. 1236. 1237. 1238. 1239. 1240. 1241. 1242. 1243. 1244. 1245. 1246. 1247. 1248. 1249. 1250. 1251. 1252. 1253. 1254. 1255. 1256. 1257. 1258. 1259. 1260. 1261. 1262. 1263. 1264. 1265. 1266. 1267. 1268. 1269. 1270. 1271. 1272. 1273. 1274. 1275. 1276. 1277. 1278. 1279. 1280. 1281. 1282. 1283. 1284. 1285. 1286. 1287. 1288. 1289. 1290. 1291. 1292. 1293. 1294. 1295. 1296. 1297. 1298. 1299. 1300. 1301. 1302. 1303. 1304. 1305. 1306. 1307. 1308. 1309. 1310. 1311. 1312. 1313. 1314. 1315. 1316. 1317. 1318. 1319. 1320. 1321. 1322. 1323. 1324. 1325. 1326. 1327. 1328. 1329. 1330. 1331. 1332. 1333. 1334. 1335. 1336. 1337. 1338. 1339. 1340. 1341. 1342. 1343. 1344. 1345. 1346. 1347. 1348. 1349. 1350. 1351. 1352. 1353. 1354. 1355. 1356. 1357. 1358. 1359. 1360. 1361. 1362. 1363. 1364. 1365. 1366. 1367. 1368. 1369. 1370. 1371. 1372. 1373. 1374. 1375. 1376. 1377. 1378. 1379. 1380. 1381. 1382. 1383. 1384. 1385. 1386. 1387. 1388. 1389. 1390. 1391. 1392. 1393. 1394. 1395. 1396. 1397. 1398. 1399. 1400. 1401. 1402. 1403. 1404. 1405. 1406. 1407. 1408. 1409. 1410. 1411. 1412. 1413. 1414. 1415. 1416. 1417. 1418. 1419. 1420. 1421. 1422. 1423. 1424. 1425. 1426. 1427. 1428. 1429. 1430. 1431. 1432. 1433. 1434. 1435. 1436. 1437. 1438. 1439. 1440. 1441. 1442. 1443. 1444. 1445. 1446. 1447. 1448. 1449. 1450. 1451. 1452. 1453. 1454. 1455. 1456. 1457. 1458. 1459. 1460. 1461. 1462. 1463. 1464. 1465. 1466. 1467. 1468. 1469. 1470. 1471. 1472. 1473. 1474. 1475. 1476. 1477. 1478. 1479. 1480. 1481. 1482. 1483. 1484. 1485. 1486. 1487. 1488. 1489. 1490. 1491. 1492. 1493. 1494. 1495. 1496. 1497. 1498. 1499. 1500. 1501. 1502. 1503. 1504. 1505. 1506. 1507. 1508. 1509. 1510. 1511. 1512. 1513. 1514. 1515. 1516. 1517. 1518. 1519. 1520. 1521. 1522. 1523. 1524. 1525. 1526. 1527. 1528. 1529. 1530. 1531. 1532. 1533. 1534. 1535. 1536. 1537. 1538. 1539. 1540. 1541. 1542. 1543. 1544. 1545. 1546. 1547. 1548. 1549. 1550. 1551. 1552. 1553. 1554. 1555. 1556. 1557. 1558. 1559. 1560. 1561. 1562. 1563. 1564. 1565. 1566. 1567. 1568. 1569. 1570. 1571. 1572. 1573. 1574. 1575. 1576. 1577. 1578. 1579. 1580. 1581. 1582. 1583. 1584. 1585. 1586. 1587. 1588. 1589. 1590. 1591. 1592. 1593. 1594. 1595. 1596. 1597. 1598. 1599. 1600. 1601. 1602. 1603. 1604. 1605. 1606. 1607. 1608. 1609. 1610. 1611. 1612. 1613. 1614. 1615. 1616. 1617. 1618. 1619. 1620. 1621. 1622. 1623. 1624. 1625. 1626. 1627. 1628. 1629. 1630. 1631. 1632. 1633. 1634. 1635. 1636. 1637. 1638. 1639. 1640. 1641. 1642. 1643. 1644. 1645. 1646. 1647. 1648. 1649. 1650. 1651. 1652. 1653. 1654. 1655. 1656. 1657. 1658. 1659. 1660. 1661. 1662. 1663. 1664. 1665. 1666. 1667. 1668. 1669. 1670. 1671. 1672. 1673. 1674. 1675. 1676. 1677. 1678. 1679. 1680. 1681. 1682. 1683. 1684. 1685. 1686. 1687. 1688. 1689. 1690. 1691. 1692. 1693. 1694. 1695. 1696. 1697. 1698. 1699. 1700. 1701. 1702. 1703. 1704. 1705. 1706. 1707. 1708. 1709. 1710. 1711. 1712. 1713. 1714. 1715. 1716. 1717. 1718. 1719. 1720. 1721. 1722. 1723. 1724. 1725. 1726. 1727. 1728. 1729. 1730. 1731. 1732. 1733. 1734. 1735. 1736. 1737. 1738. 1739. 1740. 1741. 1742. 1743. 1744. 1745. 1



Brian Cutting's Escort-Martin and Gerry Marshall's Firenza take Woodcote side-by-side.

Ray Payne's Hartwell Imp and Gerry Taylor's Swift Anglia. It was these three along with Richard Long's Anglia which held the leading positions after one lap. The four detached themselves from the rest of the field and started a very close dice. Taylor came to the front in his ex-Roger Williamson car after two laps with Goode, Payne and Long snapping at his heels. Then veteran Payne went spinning at Copse with just not enough road. After five laps leader Taylor pitted with a puncture as the battling Anglias of Goode and Long fought it out for the lead. It got very hairy as they came through nose-to-tail, and either side of backmarkers. On the last lap Long shot up the inside under-braking for Woodcote, the two cars made contact and Goode was sent off into the sleepers as Long went on to win. Happily the two drivers were seen to shake hands after the race. Meanwhile Payne had recovered and fought his way through to take a fine second place after Goode's removal. Leonard Crook had a lonely drive to third spot in his Mini, ahead of Peter Monkhouse's Imp. Next up was the small class battle which just went to Reg Ward from Peter Crouch, the two Minis having had a race-long battle. They were, however, lucky to have not had to contend with Charles Bernstein's Mini which was right with them until he unfortunately pulled out with suspected piston failure.

An impressive grid lined up for the Forward Trust F3 race with on form Mike Wilds (March 733) on pole from similarly mounted Richard Roberts and Tony Brise. On the second row was Brian Henton looking unfamiliar in the works Ensign LNF3 and Buzz Buzaglio in his fashionable March 733. Wilds made the best start and led Henton, Roberts and Brise in to Copse for the first time but at Woodcote Roberts came up the inside to grab the lead as the field came through in one shattering bunch behind him. Roberts held the lead for eight laps with Henton close behind throwing the Ensign through the corners in fine slides. On the ninth lap Henton took the lead at Copse but still the leading bunch was eight strong. Roberts then fought back and retook the lead after 13 laps as now Brise came up strongly in third place from Wilds and it was these four who broke away from the pack. However, Super-hen was not to be outdone as the four leaders negotiated Woodcote for the last time. Unfortunately their arrival coincided with backmarkers Angelo Piccione (March 733) and Spencer Elton (Ensign LN/72). Elton was unable to get out of the way and was hit by Wilds amidsthips, resulting in both cars' retirement although neither driver was injured. Brise therefore took third with Masami Kuwashima (March 733) a distant

fourth from the battling Tony Rouff (GRD 373) and the March 733s of Mo Harness and Buzz Buzaglio. Andy Sutcliffe was next up having a go in championship winner Ian Taylor's usual Bati March 733. One unfortunate incident occurred in mid-race when Norman Moffett drove his GRD into the pits at great speed following a spin and ran over two of Henton's crew, injuring one badly which necessitated an ambulance on the track. Moffett will have to appear before an RAC tribunal for his behaviour. Henton was awarded the KMS Driver of the Day Award and Wilds set the fastest lap which may be small consolation for their respective misfortunes.

Instigated at a late hour the Patrick Motors Motorsports race nevertheless received a fine entry. Brian Hough was obviously in for another win in his tremendous TVR and pulled away from Bob Meacham in the Forward Engineering big-engined Z-type. However, Brian had not reckoned on the wasp which entered his driving compartment on lap three and made quite a nuisance of itself. This and a profusion of yellow flags (read on!) allowed Meacham to close right up and finish on Hough's tail. Guy Beddington had a comfortable ride into third place in his fuel-injected V12 E-type but Geoff Giffes having his best race yet in the Oselli Elan, driving well to almost catch the V12 at the line in taking a clear win in the 2-litre class. Brian Lambert (Ginetta G4) was untouchable in the small class and won by miles, finishing a fine fifth overall. Unfortunately it was not a Spridget sort of day and well placed Vandervell award man Mike Donovan hit the Woodcote armco on lap five only for David Stallwood to spin his car on the exit to Woodcote two laps later and collect Richard Hutton up against the pit wall. No drivers were hurt but the last two cars were badly bent.

With Strawson on pole and Colin Hawker (Capri-DFV) and Gerry Marshall alongside him with John Turner (Escort BRM V8) and Brian Cutting (Escort Martin V8) behind, the big Forward Trust Special Saloon race had to be good. Strawson was making no mistake this time and did a Mick Mill in clearing off into the lead to win easily. The battle for second place was very frantic though with Marshall (in typical oversteering posture) leading Cutting, Hawker and Turner on lap one. Hawker, however, pulled out after three laps with numerous problems including a broken throttle cable and electrical maladies. The second place battle raged with much swapping of paint and wing bashing until the sixth lap when Turner got on the inside of Marshall in Woodcote; the two made rather heavy contact and went sideways. Marshall came out of it best leading away from a held up Cutting as Turner recovered from

the pit road. Then a lap later Marshall made contact with Cutting at Becketts sending Brian "off down towards Stowel" and into retirement. This fracas allowed Turner to close up on the Vauxhall and chase him vainly to the line finding a wide Firenze filling the road ahead. John Robinson had a fine drive to be next up and winner of the 1300 class in his self-prepared Escort BDA from the battling Minis of Richard Longman (Patrick Motors/Westover) and John Watts (Trustees Savings Bank) which Longman won to the delight of Patrick Motors!

The Volkswagen National Vee Championship provided a good battle for the lead which involved the current championship leader Bruce Venn (Scarb), second place man Olly Hollamby (Austro) and Brian Uriwin (McNamara). Venn dived with Hollamby early on but after half distance Uriwin caught them and took the lead on lap six. Hollamby fought back and led for two laps only to spin it away at Becketts on the penultimate lap. Venn then forged through and trying very hard, held off a determined challenge from Uriwin to take the flag and extend his championship lead. A recovered Hollamby took third place from a lonely Martin Thompson (Scarb). Mention must be made of Peter Wimbhurst who was left on the grid with a dead engine and carved through to take sixth (seventh after his push start penalty).

To close the day the non-Walls FF qualifiers came out and 17-year-old Chris Barnett (who qualified for the Walls race but could not start due to an oil leak) in his Royale RP16 took the lead on the second lap and pulled away to an easy 4.2 a victory. Carving his way through from the back of the grid in fine style, Roger Orgee took his MRE 73F into second place from the battling David Barkas (Royale RP16), Frank Bradley (self-built Bradley) and Roger Abrahams (Royale RP16) who he took on the last lap. Pole position man Jeremy Rossiter (Dulon LD9) led on the first lap but suffered a partial brake failure entering Woodcote and ploughed straight on into the catch fences which saved any serious damage being sustained. Fastest lap was set by Orgee which was in fact quicker than that set in the Walls round!

PETER RICHINGS

Walls For Men Formula Ford Round (12 laps): 1. Alf Lewis (Rallye R16) 11 m 01.4 s, 88.90 mph, 2. David Mee (Rallye R16) 11 m 01.4 s, 88.90 mph, 3. Stephen South (Rallye R16) 11 m 01.4 s, 88.90 mph, 4. Ted Wynn (Rallye R16) 11 m 01.4 s, 88.90 mph, 5. R. Had Eyre (Rallye R16) 11 m 01.4 s, 88.90 mph, 6. Mike Young (Rallye R16) 11 m 01.4 s, 88.90 mph, 7. R. Had Eyre (Rallye R16) 11 m 01.4 s, 88.90 mph, 8. R. Had Eyre (Rallye R16) 11 m 01.4 s, 88.90 mph, 9. R. Had Eyre (Rallye R16) 11 m 01.4 s, 88.90 mph, 10. R. Had Eyre (Rallye R16) 11 m 01.4 s, 88.90 mph, 11. R. Had Eyre (Rallye R16) 11 m 01.4 s, 88.90 mph, 12. R. Had Eyre (Rallye R16) 11 m 01.4 s, 88.90 mph.

Forward Trust Special Saloon round (10 laps): Overall 1. Brian Hough (TVR) 10 m 41.0 s, 90.33 mph, 2. Bob Meacham (Z-type) 10 m 41.4 s, 90.33 mph, 3. Guy Beddington (E-type) 11 m 17.4 s, 84.0 mph, 4. Geoff Giffes (Oselli Elan) 11 m 18.2 s, 83.0 mph, 5. Hough (TVR) 10 m 41.0 s, 90.33 mph, 6. Meacham (Z-type) 10 m 41.4 s, 90.33 mph, 7. Beddington (E-type) 11 m 17.4 s, 84.0 mph, 8. Giffes (Oselli Elan) 11 m 18.2 s, 83.0 mph, 9. Hough (TVR) 10 m 41.0 s, 90.33 mph, 10. Meacham (Z-type) 10 m 41.4 s, 90.33 mph, 11. Beddington (E-type) 11 m 17.4 s, 84.0 mph, 12. Giffes (Oselli Elan) 11 m 18.2 s, 83.0 mph.

Patrick Motors Modified Sports Cars (10 laps): Overall 1. Brian Hough (TVR) 10 m 41.0 s, 90.33 mph, 2. Bob Meacham (Z-type) 10 m 41.4 s, 90.33 mph, 3. Guy Beddington (E-type) 11 m 17.4 s, 84.0 mph, 4. Geoff Giffes (Oselli Elan) 11 m 18.2 s, 83.0 mph, 5. Hough (TVR) 10 m 41.0 s, 90.33 mph, 6. Meacham (Z-type) 10 m 41.4 s, 90.33 mph, 7. Beddington (E-type) 11 m 17.4 s, 84.0 mph, 8. Giffes (Oselli Elan) 11 m 18.2 s, 83.0 mph, 9. Hough (TVR) 10 m 41.0 s, 90.33 mph, 10. Meacham (Z-type) 10 m 41.4 s, 90.33 mph, 11. Beddington (E-type) 11 m 17.4 s, 84.0 mph, 12. Giffes (Oselli Elan) 11 m 18.2 s, 83.0 mph.

Up to 1150 cc: 1. Brian Lambert (Ginetta G4) 10 m 41.0 s, 90.33 mph, 2. Simon Packford (Ginetta G4) 10 m 41.4 s, 90.33 mph, 3. Andy Berry (Ginetta G4) 10 m 41.8 s, 90.33 mph, 4. Simon Packford (Ginetta G4) 10 m 41.4 s, 90.33 mph, 5. Andy Berry (Ginetta G4) 10 m 41.8 s, 90.33 mph, 6. Simon Packford (Ginetta G4) 10 m 41.4 s, 90.33 mph, 7. Andy Berry (Ginetta G4) 10 m 41.8 s, 90.33 mph, 8. Simon Packford (Ginetta G4) 10 m 41.4 s, 90.33 mph, 9. Andy Berry (Ginetta G4) 10 m 41.8 s, 90.33 mph, 10. Simon Packford (Ginetta G4) 10 m 41.4 s, 90.33 mph, 11. Andy Berry (Ginetta G4) 10 m 41.8 s, 90.33 mph, 12. Simon Packford (Ginetta G4) 10 m 41.4 s, 90.33 mph.

Forward Trust Special Saloon round (10 laps): Overall 1. Tony Strawson (Ford Capri) 10 m 17.4 s, 93.73 mph, 2. Gerry Marshall (Vauxha) 10 m 17.8 s, 93.73 mph, 3. John Turner (Ford Escort BRM) 10 m 18.2 s, 93.73 mph, 4. John Robinson (Ford Escort BDA) 11 m 18.0 s, 93.73 mph, 5. Strawson (Ford Capri) 10 m 17.4 s, 93.73 mph, 6. Marshall (Vauxha) 10 m 17.8 s, 93.73 mph, 7. Turner (Ford Escort BRM) 10 m 18.2 s, 93.73 mph, 8. Robinson (Ford Escort BDA) 11 m 18.0 s, 93.73 mph, 9. Strawson (Ford Capri) 10 m 17.4 s, 93.73 mph, 10. Marshall (Vauxha) 10 m 17.8 s, 93.73 mph, 11. Turner (Ford Escort BRM) 10 m 18.2 s, 93.73 mph, 12. Robinson (Ford Escort BDA) 11 m 18.0 s, 93.73 mph.

Vauxha (LB) National Formula Vee round (10 laps): 1. Bruce Venn (Scarb) 11 m 06.2 s, 86.89 mph, 2. Brian Uriwin (McNamara) 11 m 06.8 s, 86.89 mph, 3. Olly Hollamby (Austro) 11 m 07.2 s, 86.89 mph, 4. Martin Thompson (Scarb) 11 m 07.8 s, 86.89 mph, 5. Martin Woodman (Pro sct) 11 m 08.2 s, 86.89 mph, 6. Colin Dutton (Peco) 11 m 08.8 s, 86.89 mph, 7. Venn (Scarb) 11 m 06.2 s, 86.89 mph, 8. Uriwin (McNamara) 11 m 06.8 s, 86.89 mph, 9. Hollamby (Austro) 11 m 07.2 s, 86.89 mph, 10. Thompson (Scarb) 11 m 07.8 s, 86.89 mph, 11. Woodman (Pro sct) 11 m 08.2 s, 86.89 mph, 12. Dutton (Peco) 11 m 08.8 s, 86.89 mph.

Formula Ford (10 laps): 1. Chris Barnett (Royale RP16) 11 m 05.2 s, 87.02 mph, 2. Roger Orgee (MRE 73F) 11 m 05.8 s, 87.02 mph, 3. David Barkas (Royale RP16) 11 m 06.4 s, 87.02 mph, 4. Frank Bradley (self-built) 11 m 07.0 s, 87.02 mph, 5. Roger Abrahams (Royale RP16) 11 m 07.6 s, 87.02 mph, 6. Nick Foy (Royale RP16) 11 m 08.2 s, 87.02 mph, 7. Barnett (Royale RP16) 11 m 05.2 s, 87.02 mph, 8. Orgee (MRE 73F) 11 m 05.8 s, 87.02 mph, 9. Barkas (Royale RP16) 11 m 06.4 s, 87.02 mph, 10. Bradley (self-built) 11 m 07.0 s, 87.02 mph, 11. Abrahams (Royale RP16) 11 m 07.6 s, 87.02 mph, 12. Foy (Royale RP16) 11 m 08.2 s, 87.02 mph.

Datsun win South African Rally

More and more people are buying more and more Datsuns than any other make of car, because more and more people want Datsuns and we don't sell other makes



CONTINENTAL MOTOR CENTRE

596-598 SEVEN SISTERS ROAD,
LONDON, N15.

Please tel : 01-802 2336/7/8.

Main dealers for

DATSUN in SHEFFIELD

MYERS BROOK SERVICE STATION

TOP OF ALBERT ROAD
SHEFFIELD 8

Most models available for immediate delivery

SALES — SERVICE — SPARES

FOR EXCELLENT SERVICE AND ADVICE

Telephone Sheffield 57315

DATSUN for DARTFORD

BROWNS OF DARTFORD

HOME GARDENS, DARTFORD

FULL RANGE OF NEW AND USED CARS,
FOR IMMEDIATE DELIVERY

DATSUN FINANCE AVAILABLE

WORKSHOP and SPARE PARTS

TELEPHONE

DARTFORD 22646-22619-24332

DATSUN

**For Datsun in
North West
London**

Tiran Auto Centre

THE **DATSUN**

SPECIALISTS

Demonstration cars available

SALES — SERVICE — SPARES

291-295 WILLESDEN LANE, N.W.2.

PLEASE TELEPHONE 01-459 6534

COME AND SEE THE QUICK **DATSUN**

180B SSS, 240K GT AND 240Z MODELS

KINGSTON HILL MOTOR WORKS LTD.

163 LONDON ROAD, KINGSTON, SURREY

Tel.: 01-549 1344

Demonstrations a pleasure

Our Datsuns are the best

DATSUN

DATSUN

has come to Holloway

ROMAIN MOTORS LTD.

640-648 HOLLOWAY ROAD • LONDON N19

Telephone : 01-272 4844

100% DATSUN DEALERS

Look for the Esso sign

opposite Wedmore Street

DATSUN

No

I am writing with reference to Mr Graham Robson's *Purely Personal*; I think it hardly surprising that Ford's do not sponsor him or even loan him a car. I do feel sorry for the poor man because he must be very ill if he thinks that motor racing could survive without the co-operation of the Ford Motor Company, because, as he so clearly pointed out, Ford manage to supply some sort of product to help the poorest owner/driver to the richest racing team.

Personally I find that Formula Ford and Mexico races offer some of the closest racing on the circuits today.

But on the other hand if Ford were to pull out of motor racing we would have a number of areas of waste land with odd shapes of tarmac which I am sure could make very profitable areas that Emerson Fittipaldi and Jackie Stewart, and other leading users of Ford products, could be seen challenging each other to marbles games. But perhaps Mr Robson would again complain because after all, most marbles are round and made of glass.

No, I think the best thing for those who enjoy motor racing would be for Ford to continue providing help for all, and for Mr Robson to retire to his bed with a hot water bottle and some medicine and stop passing comment about a sport which needs help not criticism.

CHANDLER'S FORD, HANTS. G. J. DUTNALL

No

With reference to Graham Robson's *Purely Personal* article "Too Much Ford," I consider with great concern his best cure for the disease is to forget all about motor racing.

How can a person blatantly condemn a company such as Ford for their involvement in the sport? He claims his condition was confirmed when the Mexico championship and various Ford saloon car races were invented. I agree, he should be interned along with quite a few racing critics who obviously don't know the front end of an Escort from the rear end of a Shadow F1 car.

Not only does he attempt (for certainly he is fighting a losing battle), to bring down Ford in motor racing, he also condemns them for financing a football championship. Can he really be interested in the future of motor racing?

If Graham Robson is concerned over Ford's overall involvement in racing, let me remind him of Porsche's domination of CanAm, of BMW's domination of European G2 and of late F2. What of Alpine's wins in F3? Also, if Ford had not financed the Cosworth DFV we should never have seen such a beautiful engine. Imagine Grands Prix without Ford. I could not, with one Ferrari, one Tecno, maybe, and two or three BRMs that certainly would be some race. If you want F5000 instead some idiot would complain about the domination of Chevrolets. So here's to Ford, long may they reign.

SOUTHMINSTER, ESSEX.

D. RODDA

No

Dear Mr Robson (whoever you are), surely you were not being serious when you compiled your copy for last week's *Purely Personal*. Anyone who is in the slightest way a fan of motor sport must realise the value of Ford's contribution to it, for it is my *Purely Personal* opinion that it would be better to have the "Formula Ford" situation as it is in the sport, rather than no sport at all.

Indeed after reading your views, I had a few choice *Purely Personal* four letter words for its author, words that are probably better known throughout the world than that of Ford. If Lord Stokes cannot make cars good enough to enter and win top-flight competitions then to not enter is to admit defeat, and he should not poo poo the sport as having no merit.

No, sir, if other manufacturers cannot see the entertainment value (if nothing else) of such things as the Vauxhall Selling Plate at Thruxton, or the BMW day at Brands, then in the past few months (?) of petrol-engined racing cars, I would rather see nothing else other than Ford based racing, no power (Ford) to the elbows of Messrs Webb, Turner and Hayes and do not decry it.

So far as your illness is concerned, your song may have ended but the malady lingers on (thanks to Ford).

CHICHESTER, SUSSEX.

R. H. MYERS

No . . . Mr Robson

Graham Robson may be suffering from this odd disease he describes as "Too Much Ford" but he and we might, were it not for Ford, be suffering from a sad lowering of standards in motor sport in comparison to the present position.

Imagine it, no Formula Ford, Formula Atlantic, no Formula Three (or at least very little) and there would be some very funny rally cars about as well, and no Cosworth-Ford F1 engines. What would that be like?

The various Celebrity races and the Shell-Sport Celebrity series which you belittle, Mr Robson, are good entertainment, as witness the reaction of spectators and surely no one can say that only Ford (oops sorry) can or even have done this. What about Vauxhall or the recent BMW day—not a F--- in sight, at least not intentionally.

Come on, Mr Robson, be fair, they (I won't say it again, promise) are prepared to do all you apparently accuse them of but no one is stopping the rest of our manufacturers from doing the same. Like the man said "If you can't stand the heat, stay out of the kitchen."

Usual disclaimers, in fact I don't even drive one.

LONDON, SE16

J. S. WINTER

Don't lose faith

I am becoming increasingly worried about the attitudes expressed by the motoring press and race organisers towards Formula 3, and greatly fear that its future may be put in jeopardy by those least involved with it, but with the greatest influence on the race-going public.

It is becoming obvious that for some obscure reason Formula Atlantic must be promoted as the up-and-coming formula, with F3 being relegated to the level of Formula Ford, and one has only to look at the programme for Oulton Park last weekend to see that this is already becoming effective—the Lombard North Central F3 Championship race taking place on the Saturday, in between the various practice sessions for Sunday's racing, with Formula Atlantic being the chief supporting race to the F5000s. Now I know this had probably been planned to avoid a clash with the Forward Trust Championship race at Silverstone on Sunday, but it does not prevent the public from getting the impression that F3 is on its way out, as it is a logical thought that one can watch F3 for 50p on Saturday, when the others are practising, and yet pay £1 to watch F5000s and Atlantics.

F3 is producing fast, tight, competitive

racing, with full grids, and the spectators love it. It is regarded by the race-going public as the second formula in British racing, only bettered by F1, and is the greatest source of good young drivers ripe for promotion to the top formula. It is a truly professional formula, and as such must go on—it is up to the participants, constructors and drivers, to ensure that it does.

WOKING, SURREY. LANA G. WESTFOLD (Mrs).

Keep modsport regs

Concerning John Kerwill's recent letter and the proposed BARC modsports regulation changes may I as a regular competitor first endorse John's sensible and democratic views, and then ask whatever happened to the proposals I saw published in a recent letter from Peter Browning of the BRSCC? Basically he proposed an easing of the existing regulations whereby special saloon regs were followed although still retaining the original engine and gearbox to avoid the excessive cost escalation of hybrids. With Group 4 modsports now fairly well established we just do not need strict control of silhouetting, engine mountings, etc. This problem appears to have arisen again because the BARC and BRSCC no longer seem to be able to come to a mutual understanding. This year the BARC have run the Blue Circle Modsports Championship virtually ignoring Group 4 modsports, while the BRSCC have certainly favoured modsports. Perhaps they could get together again, with the drivers, and sort out the regulations for next year.

All regular modsports drivers must be members of one or both of these clubs so cannot they together devise a ballot/circular and send it to all competitors who have competed in at least one 1973 modsports race?

We have had full grids, with exciting fast clean racing this year. Let's make it even better for 1974 with more not fewer cars, and please without the eligibility farces that so characterised the 1972 season.

HARPENDEN, HERTS.

COLIN LANE

Who will pay, Mr Stanley?

With reference to Louis Stanley's article I feel that while there are many points on which I agree there are one or two points which I might be as well to raise.

First, the GPDA awarded their marshalling trophy jointly to the South African and British Grands Prix so either the British marshals are some good (at least as good as the South Africans) or the rest are pretty lousy.

Secondly there are many places on the majority of British circuits where in order to get to an accident or to get back to post marshals have to climb up and down six or eight feet sleeper walls placed there at the request of the CSI and the GPDA. These are not easy to negotiate with no encumbrances but with a 68 lbs back-pack this is not easy to say the least of it. Mr Stanley has claimed that his 68 lbs back-packs are better than the RAC/Pyrene "4 x 2" system. Has any comparison (direct) been made and if not who knows which is better in any given circumstances?

Finally who is going to pay for the equipment, clothing, training programme etc? The FLA (not likely!), the GPDA (unlikely!) or the organisers and so the spectator whom we struggle to attract. Why not levy all the Automobile Clubs in the Grand Prix countries to give the necessary finance?

LONDON, SE16.

JOHN WINTER

Wheels at top Discount

Mail Order London only

Callers London Coventry Lincolnshire



Made in Britain
top quality 10.5 all popular cars
11 12 13 14 £6.75

including bolts
Triumph Spit 20p extra
Black anodised 30p
extra Centre cap 30p
extra

PHASE 4

Latest design Super
thick grip pattern
leather between spokes
£7.80 including dust

Black anodised 30p
extra Centre Cap

30p extra

ASTRAL

13" steering wheels
Hand stitched,
thick grip, anodised,
polished alloy frame
complete with Centre
cap. Total in cases of

popular cars £4.75

Boss 1 Thumb

Spots 60p extra

ASTRAL

5 x 10 £6.35

5 x 12 £7.50

5 x 13 £6.80

5 x 14 £8.75

4 Chrome nuts 60p

4 Locking (key) Nuts £3.00

MAMBA

5 x 10 Nuts £7.45

5 x 10 D LCB 60

5 x 10 Nuts £7.85

5 x 10 D LCB 60

4 Chrome nuts 60p

4 Locking (key) Nuts £3.00

We are stockists of
NIKKI, CIBIE,
MINIFINS,
C/CONSOLS,
SPOILERS
SAE for quantities.



MIDLAND METALLIC

5 x 10 £6.75 5 x 14 £9.20

5 x 12 £8.10 5 x 15 £10.30

5 x 13 £8.90

4 Chrome nuts 60p

4 Locking (key) Nuts £3.00

COSMIC

5 x 10 £7.15 5 x 13 £9.60

5 x 10 £8.20 5 x 14 £11.40

5 x 12 £8.35 5 x 14 £12.30

5 x 13 £8.20 5 x 15 £13.15

5 x 13 £9.70 5 x 15 £13.15

XJB £14.45

4 Chrome nuts 60p

4 Locking (key) Nuts £3.00

COSMIC MARK III

5 x 10 £7.40 5 x 12 £9.05

5 x 13 £10.60 5 x 15 £11.20

CORBEAU



GT

5 x 10 £6.50 5 x 13 £9.90

5 x 10 £6.85 5 x 14 £10.90

5 x 12 £7.90 5 x 15 £11.45

5 x 13 £8.70 5 x 15 £12.50

4 Chrome nuts 60p

4 Locking (key) Nuts £3.00

WOOLFERACE

5 x 13 £12.40 7 x 15 £17.00

7 x 14 £16.75 5 x 15 £18.50

8 x 15 £16.75 10 x 15 £32.00

5 x 15 £17.25

4 Chrome nuts 60p

4 Locking (key) Nuts £3.00

REVOLUTION

5 x 13 £8.25 5 x 15 £8.97

All other sizes on request

4 Chrome nuts 60p

4 Locking (key) Nuts £3.00



EASY RIDER

£14.28

MOTORWAY

£11.65

SEBRING

£18.77

MONZA

£18.38

Sub frame and runners

£2.30 per seat

GT4 available in colours

at no extra charge

ALL GOODS COVERED BY MONEY BACK GUARANTEE

Please deliver

I enclose cash/P D /Cheque for £

Please send c o d (50p extra)

My car is make year model

Name Address

PLEASE SEND ALL MAIL ORDERS TO:-

82 Kingsgate Road West Hampstead London NW6

328 6413 - 328 1214 18 Far Gosford Street Coventry 23889

19 Cannon Street Bedminster Bristol 633 710

SPEEDWAY MODERN SERVICE STATION

Anwick Corner Tel Rushington 382

John brown wheels

THE BIG HEALEY PEOPLE

D. S. MOTOR ENGINEERING CO

Hoods, all models ... £18.00

Tonneau Cover, All models ... £8.50

Workshop Manual ... £4.50

FIBREGLASS PANELS:

Front Wings ... £9.00 each

Rear wings ... £8.00 each

Boot lids ... £8.50 each

Door sills ... £2.50 each

BODY PARTS

Chrome door finishes, door

handles, Boot hinges, Motives,

H/lamp rims, etc., etc.

METAL PANELS:

F/Wings ... £22.50 each

R/Wings from ... £17.50 each

Boot lid ... £15.50 each

Sills ... £8.50 each

ALL PRICES DO NOT INCLUDE VAT

TUNING PARTS—ENGINE SPARES

BRAKE PARTS. SUSPENSION &

STEERING PARTS. EXCHANGE

ENGINE PARTS. COMPETITION PARTS

WE OFFER A COMPREHENSIVE SERVICE

FOR THE BIG HEALEY OWNER

SAE FOR LIST

Unit 3, 1/7 Corsica St. London N5

Tel. 01-226 5821/4

AGENTS FOR READYCALL

CAR RADIOTELEPHONE SERVICE

TUNGSTON

AUTOMOBILE DEVELOPMENTS

DIAL IN
01346-
6616

Engine tune clinic for
private patients only. Roll-
ing road testing up to
300 bhp at wheels.



ENGINE TUNING
and
ROLLING ROAD TEST CLINIC



NETHER STREET FINCHLEY CENTRAL, LONDON, N.3

2nd NURBURGRING 500 Kms.



Martin Raymond's Chevron, which was placed 2nd overall at the Nurburgring 500 Kms, was prepared at

TARGET CAR CLINIC LTD,

we are specialists in engine analysis and diagnosis. Full indoor performance testing and proven tuning. Rolling road facilities.

Target Car Clinic Ltd

1 Ridge Road, Childs Hill, NW2

Tel Martin Raymond 01-436 7436.

Group 5 ban in FIA championships

The FIA announced at the Italian Grand Prix that from January 1974, Group 5 cars will not be admitted in the World and European rally championships for safety reasons.

This has been in the wind for some time and will make little difference to the World Championship as most of the rounds this year have excluded Group 5 cars. However it does affect the European Drivers' Championships for as well as excluding some of the exotic specials from the foreign events, it will put a ban on many British clubmen in the Welsh, Scottish and Circuit of Ireland—all of these events are listed on the 1974 European Drivers' Championship list. Incidentally the dates of the British rounds in the European Rally

Drivers' Championship are 11/14 April, Circuit of Ireland; May 10/12, Welsh Rally; June 2/6, Scottish Rally.

The FIA have also issued a confirmed list of rounds for next year's World Rally Championship for Makes. They are as follows: January 18/20, Monte Carlo; February 14/17, Swedish; March 12/17, TAP; April 11/15, East African Safari; May 21/25, Acropolis; July 12/14, Polish; August 2/4, 1000 Lakes; September 11/15, Austrian Alpine; October 3/6, Italian Rally; October 31/November 4, Canadian Rideau Lakes; November 15/20, RAC; November 30/December 1, Tour de Corse. The New Zealand Heatway Rally will replace the first of the overseas rallies cancelled or disqualified.

Two main championship rounds this weekend

Two main national championship rallies will be held this weekend, first this Saturday the BTRDA Gold Star/Triple C series has the Moss Tyres Rally run by the York Motor Club and sponsored by Moss Tyres and Armstrong Patents. The regular BTRDA Triple C contenders seem to be taking second place in the priority of the organisers so far as seeding is concerned as compared with the local drivers, a strong contingent of which has entered. The start, lunch halt and finish will be at York Livestock Centre, Merton (98 853520), the start being at 9 am and the event is broken down into two halves the morning has eight stages, six private farm tracks and two airfields (both of which are disused). In the afternoon the rally travels over to the famous complex of forests on the moors, for another 12 stages. Spectator information will be available from the start. Top twenty entries are 1, Dennis Pelling/— (Escort RS), 2, Jack Tordoff/Phil Short (Porsche Carrera RS); 3, Vic Preston Jr/— (Escort RS); 4, Tony Drummond/Chris Gray (Escort RS); 5, David Thompson/Martin Welch (Escort RS); 6, Tony Pond/Frances Cobb (Escort RS); 7, Andy Dawson/Andrew Marriott (Mex.co); 8, Phil Cooper/Tony Viles (Mini 1275GT); 9, Reg Mullenger/Tony Thorne (Escort RS); 10, Richard Riffe/Stuart Riffe (Escort RS); 11, Bob Chapman/Simon Bretherton (Escort TC); 12, Ron Shipp/David Whiteley (Firenza); 13, Nigel Mead/Margaret Anderton (Escort TC); 14, Colin Grawer/Philip Welch (Volvo 122); 15, Steve Howard/Richard Ward (Escort RS); 16, Malcolm Wise/Darryl Collins (Escort RS); 17, Mike Gierowski/Antoine Lurot (Renault Gordini); 18, Pip Dale/Richard Starke (Firenza); 19, Ian Wilson/Peter

Anderson (Opel Ascona); 20, H.R.H. Prince Michael of Kent/Nigel Clarkson (Mexico). Interesting entries also include: 21, Ian Harwood; 24, John Baker; 28, Paul Appleby; 29, David Ewles and 30, Paul Gilligan.

Pierson heads Cilwendeg Rally

The other end of the country on Saturday evening sees the Teifi Valley MC Cilwendeg Rally, counting for the C/MN series, a night rally based on the quiet little town of Newcastle Emlyn, from where first car leaves at 10 pm. This year the Moss Tyres will not, unlike last year, count towards the Mexico series, so we will have several of these cars out on this event. Top twenty are expected to be:

1, Frank Pierson/Colin Francis (Viva); 2, Russell Brookes/John Brown (Mexico); 3, Bob Jeffs/David Taylor (Escort RS); 4, Malcolm Patrick/Nell Wilson (Porsche Carrera RS); 5, Nigel Rockey/Paul White (Escort RS); 6, Rod Cooper/Ian Cooper (Escort TC); 7, George Hill/Kelth Wood (Viva); 8, Dai Roderick/Mike Woodward (Mexico); 9, Kevin Videan/Peter Valentine (Datsun 240Z); 10, Colin Mackin/Derek Tucker (Avenger); 11, Alan Conley/Martin Holmes (Clan Crusader); 12, John Edwards/Parton/Don Davidson (Mexico); 13, Martin Clark/David Stephenson (Escort RS); 14, Laurie Richards/John Henderson (Escort RS); 15, Ted Cowell/Julian Chitty (Escort TC); 16, Rodney Badham/— (Clan Crusader); 17, Jimmy Bullough/Barry Hughes (Escort TC); 18, Bryan Thomas/— (Mexico); 19, Don Kettlebrough/Dennis Osborne (Mini 1275GT); 20, Bill Gwynne/Terry Thorpe (Escort TC).

Ford on RAC

Ford will be running three works Escorts on the RAC Rally for last year's winner Roger Clark, Hannu Mikkola and Timo Makinen. Ex-works or works-loaned Escort RS1600s (all with aluminium block BDA 2 litre engines) look likely to appear for Mexico men Russell Brookes, Vic Preston Junior (now sponsored by Castrol/Woolworth) and possibly New Zealand's Mike Marshall (Woolmark).

Rae's setback

Jimmy Rae's plans for the forthcoming RAC Rally have suffered a severe setback. Plans to run an Escort with Frew's of Perth have fallen through and the very talented Scottish driver is looking for a drive on the event in fact, it seems he will be without a drive until February 1974 unless something is offered.

Beltoise on tour

Starting on Friday is the annual Tour de France, a round in the European Rally and GT Championships which finishes on September 24. The entry has attracted an exciting collection of BMWs, Porsches, Ferraris, Alpines and Fords including Jean Pierre Beltoise in the works BMW.

Croydon DMC look for new sponsor

Despite the sad demise of Trident Petroleum (London) Limited, the Croydon & District Motor Club plan to continue with the organisation of their highly successful and popular special stage rally.

It is hoped that another sponsor will emerge and enable the club to continue with the format of forestry commission stages in Surrey, Sussex and Hampshire. The date of the 1974 event is at present undecided and it is hoped that the event will once again qualify towards the Esso/Uniflo BTRDA Gold Star and Triple C rally championships.

Oliver's Mount in 62cc rally

Sixty two CC run the Parish special stage rally on November 4 over 12 stages in Yorkshire. The event starts at 8.30 am from Parish's, Seamer Road, Scarborough and stages include Oliver's Mount racing circuit, and a "Safari" stage in the grounds of the local zoo. Other stages include Castle Howard and other disused airfields. Regulations are due out this week and are available from R. L. Harrison, 11 Main Street, Irton, Scarborough, YO12 4RH, (Tel. 0723 832473).



Only Continental on the Manx, Zwiebaumer/de Jong finished 13th (above). Third were Manxmen Easthope/Magee (Escort).





Adrian Boyd and John Davenport negotiate part of the Mullingar stage on their way to victory.

MANX TROPHY RALLY

Boyd wins with new Wood injected engine—Clark retires

By JOHN DAVENPORT Pictures by HUGH BISHOP

With three drivers from Northern Ireland in the first four places, the 1973 Castrol Manx Trophy became something of an Irish benefit, and with a Manxman in third place, the best mainland driver was relegated to fifth overall. The outright winner was Adrian Boyd driving his Lombard and Ulster Ford Escort RS prepared by R. E. Hamilton of Belfast. Not only was this the first time that Boyd had won the Manx Trophy but it was his first time with John Davenport as co-driver and the first competition appearance of the new David Wood injected 3-litre BDA. To complete the happy picture, the car runs under the Team Castrol banner who were in their turn sponsoring the rally for the first time.

Before the rally, it was hoped that the battle for the lead would be a three-cornered fight between Boyd and Roger Clark, current British champion and twice winner of the Manx, and Cahal Curley whose epic fights with Boyd have much enlivened the Irish rally scene. However, Clark ran into mechanical problems with his car before the middle of the night section and retired, which left the Irish to fight it out. Boyd got an early lead over Curley and despite having quite a lot of problems, never let him pull anything back. One unfortunate feature of the rally was that the fastest crews were cleaning most of the stages and so only a small proportion of the stages held actually gave the final classification.

Curley finished second just 40 s behind Boyd after 38 stages but no less than 7 m ahead of Manxmen, Dennis Easthope and Bernard Magee. In their Group 2 Ford Escort RS, Cahal Curley and Austin Frazer were driving a Porsche Carrera RS entered in Group 4 while Dessie McCartney and Draxel Gillespie had their lightweight Carrera in Group 3 and finished fourth after losing time changing a punctured wheel. Just behind them was yet another Carrera, that of Malcolm Patrick and Roger Roderick-Jones, which again would have been better placed had it not suffered from a slight roll on one of the night stages.

Winner of the Ladies Award and sixth overall was the Renault Alpine entered by Roger Clark's Renault garage for Pat Moss-Carlsson and Liz Crellin. Seventh place was hotly disputed between the Firenze spon-

sored by the Martin Group for Will Sparrow and Nigel Raeburn and the Escort RS sponsored by Cables and Components for Tony Fowkes and Brian Harris. These two crews finished on exactly the same points and a tie-decider had to be used which was one test time to a fifth of a second.

The Manx very sensibly has a separate prize fund for Group 1 cars but as usual the performance of Collin Mankin and Brian Coyne in the works Hillman Avenger GT was good enough to put it in the real money at 12th place just ahead of German Rally Champion Ziggy Zweibaumer and Bob de Jong in a BMW 2002 T1. The second place Group 1 car was another Avenger driven under the Birmingham Post banner by John Bloxham and Norman Salt while John Burton and Brian Rowland came an excellent third in their privately entered Ford Mexico.

The rally went off very well though some stages did have to be cancelled and if there were accidents, they only resulted in damage to metal, glass and pride. The weather was pretty good with just a little fog during the afternoon and night sections while the day sections were held in glorious sunshine.

The rally was initially oversubscribed but various problems reduced the numbers before the start until there were just 94 cars that passed scrutineering and came under starter's orders. Among those who didn't make it were Shekhar Mehta who had bent his Datsun 240 Z on the Burmah though Tony Fowkes still started the Manx with his car barely recovered from its Burmah roll. Chris Wathen

non-started in the Vosper of Plymouth Escort RS when the transistor pack for the ignition failed on the day of scrutineering and he could not find a replacement on the island. Andy Dawson was down to drive the Bertorelli Group 2 Alfa Romeo GTAM but the car could not be finished in time and Dawson turned down the chance of substituting a Group 1. His number was taken over by Barry Lee/Howard Scott in the Centre Hotels Escort RS as they had been a bit apprehensive about starting at number 13.

Mervyn Johnstone/Bill Quine nearly non-started when the IRA crossed the border and blew up Johnstone's Cooper S and nearly succeeded in assassinating him as well, but a good fairy came to the rescue in the person of Ronnie McCartney who lent him his Group 1 Mazda Rotary. Even Roger Clark wasn't quite in the car that he had expected to drive but this was not the fault of the IRA but more of the Finnish mafia. He was to have driven the car which Timo Mäkinen drove in the Monte and later won the Arctic Rally with, but when it got back to England it was found to have been cannibalised of all its coil spring rear suspension. Thus he drove his usual Escort Uniflo RS lowered from the Burmah and with a more powerful engine running on race cams. His main rival, Adrian Boyd, was on a similar specification engine but this one had a modified Kugeflacher injection system developed and fitted by David Wood Engineering to work with butterfly air controls rather than with the more usual throttle slides. Apart from that, his car was his normal Group 2 ex-works Escort though he had chosen a very low racing suspension for this all-tarmac rally.

The Porsche gang of Curley, McCartney, Patrick and Tordoff had their cars looking immaculate and very standard though in a concours, Tordoff would have lost as he has done many more dirt rallies like the Burmah just the weekend before. In like fashion Zweibaumer's BMW 2002 looked immaculate and very fierce with much wider wheels and tyres than the Dealer Team BMW of Bob Bennet/Alex Hobbs though that too set a high standard of appearance.

The non-appearance of Peter Kincaid/Richard Jarman with their Datsun 240 Z allowed Chris Coburn/Rodney Spokes to move forward one number and thus put the two Sky Petroleum Escorts of Linda Jackson and Laurie Richards next to one another. Miss Jackson acquired the services of Kevin Gormley as navigator once it was known that Dawson was not coming. Her car is a fairly normal 1600 BDA while that of Richards is fully bored out to 2040 cc. Coburn was the only official entry from DTV in his Group 1 Firenze though the similar car of John Haden was supported by them. Haden was to have been co-driven by Mike Broad but he could not come due to illness and was replaced by Allan Skinner. Vauxhall's main interest lay with the Group 3 Firenze of Will Sparrow/Nigel Raeburn running as usual with sponsorship from the Martin Group.

It will be no news to our readers to be told that the Manx Trophy is unique in that the Isle of Man allows the closure of public roads for special stages. Although this happens all the time in both parts of Ireland and in a couple of isolated cases in Scotland, England and Wales so far refuse to participate. Thus the Manx is the only occasion during the year (with the exception of the Circuit of Donegal) where British drivers can have a go in a proper tarmac rally with the benefit of pace notes.

Because the number of suitable roads is limited when you have to run your rally on an island, the Manx Trophy is held in three parts; there are seven special stages held early on Friday evening and then at midnight another part of the rally starts with 17 stages and finally during the middle of the day on Saturday, there are another 14 stages. Scrutineering takes place on Friday morning and afternoon and this time went through promptly and without hitch.

The very first stage of the rally was just to the north of the start in Douglas.

covered two miles of a narrow little road which is 50 per cent tarmac and the rest gravel. Even this early there was plenty of action for Curley had a puncture and drove out of the stage on it taking 11s longer than Boyd who was fastest, 3s quicker than Clark and Patrick. Peter Tanswell/Eric Rigden had the dubious distinction of being the soonest accident after the start when they inverted their Mini Cooper S on the first serious left hand bend. However they did get it up and went on to finish despite losing 8m on the stage, but for Doug Baird/Adrian Hundleby a much higher speed roll in their Mini 1000 spelt the end of the rally for they took well over 20m to get out of the stage.

The second stage was very much more meaty for it started with the narrow little Hibernian and then took the TT Course up to the Bungalow and then down Tholt-y-will to just before the hairpins. It was quite a hairy run with plenty of fog up at the top but despite having to feel their way for a bit, Clark, Boyd, Curley, Patrick and McCartney all cleaned it. The rally lost Coburn when a stub axle failed on the way down Tholt-y-will and he rolled the Firenze up the bank while at the same spot the brother and sister team of Ron and Irene Neely spun off but got their ultra-racing Mini Cooper S back on again with just body damage. It was not really a good GM test for Dave West/David Hardcastle retired with the Team Optrex Opel Ascona when the secondary choke jammed shut in the carburettor and they limped up to the Bungalow at 30 mph by constantly pumping to get petrol from the accelerator pump. Peter McDowell retired his Ascona during this test with a sheared oil pump after having endured all sorts of trouble before the rally and finally getting fixed up with a local navigator at the last minute.

Fog was still a problem on stage three which came up Druidale to finish on the TT Course at Brandywell and Clark took 4s back off Boyd who was finding his 'racer' a bit of a handful over the bumps. But on the next stage behind Creg-ny-baa Boyd took 1s back so that after four stages the two Fords were level on 39 marks each with Curley third on 58 despite his puncture, McCartney next on 70 and then Patrick on 78. Stage four saw the demise of Jenny Birrell/Alexa Davenport when their Halesford Motors Simca Rallye 2 broke its gearbox. Patrick lost a little time on this stage when he overshot the junction in the middle which is what had dropped him a little down from McCartney.

The fifth stage was again a long run over the mountain going up Injebreck and down Sariffell where despite fog at the top, Clark and Boyd managed to clean it and Curley missed the set time by just 1s. It also saw the demise of Bennet/Hobbs in the Dealer Team BMW who put it over the bank on Sclater's 1971 bend. They caused a bit of consternation with the organisers by sending a message that they needed a tow truck to put the car back on the road so that they could continue with the rally. Stage six was another long one over the Round Table again with fog on the top and here Boyd and Curley were equal fastest with Clark losing 13s to them when his petrol pump went on the blink and he lost time switching them over. Jack Tordoff/Phil Short were in bad trouble here with their Porsche Carreras for right from the first stage they had had problems with clutch slip. It transpired that an engine to gearbox seal had broken and after barely getting up the hill on stage six, they decided to retire. Robin Eyre-Maunsell and Neil Wilson retired on this stage with their Group 2 Sunbeam Imp when a rod appeared through the side while Laurie Richards/John Tew retired the big-engined Sky Petroleum Escort RS with a blown head gasket which had resulted from a leaking water pump and consequent overheating.

The last stage was a run over the Garey road which took place virtually in darkness and here Sparrow broke a differential but was lucky enough to be able to roll downhill on the last bit and then get it changed by the Vauxhall service. Vic Preston Junior

was on his first outing on pace notes and also with Paul White for the first time and they were having communication problems so Norman Masters drilled some holes in the side of Junior's helmet to aid the acoustics. The car they were driving was Hannu Mikkola's Group 5 car from the Scottish Rally and it was destined to retire on the first special stage of the night section when a petrol pipe came loose from the carburettor and the car caught fire. It came to rest some distance after the stage and if it had not been for the prompt action of Curley and Boyd, it might have burnt right out. Junior burnt his hand in the fire getting the bonnet open to let the others have full play with the extinguishers but the damage was confined to that.

The situation at the end of the day section was that Boyd led Clark by 5s with Curley nine behind Clark. Dessie McCartney had pulled out a nice lead over Patrick but was himself already 40s behind Curley while Dennis Easthope lay a comfortable sixth behind the Porsches. The night section started with Glen Roy where Junior Preston retired and only Boyd and Clark went unpenalised. The bumpy stage down Sallaglass had to be cancelled as it also saw the retirement of Peter Clarke Brian Marchant in the Silentnight Escort RS. They had a throttle cable come off and that combined with an earlier puncture put them out of time. This has been a very disappointing year for Clarke as this makes five consecutive non-finishes plus a non-start on the 1000 Lakes. Punctures seemed to be the order of the night for Zweibaumer had already had to stop and change one on stage two while Dessie McCartney was to lose almost five minutes on the 12th stage to stop and change a wheel.

On the short Drooms Kerry stage, Clark took back 2s from Boyd and then stage 11 had to be cancelled when the finish marshal developed brain fade and timed to the minute. But Boyd was flying and took 7s off Clark on the Lhen stage though during it Clark's car had the manifold break. Third fastest man was Patrick, one second slower than Clark with Curley one second behind him. Then suddenly it was no longer an Escort versus Escort battle for the lead for on the Curragha, Clark's car shed its crankshaft pulley and came to rest. Similarly stricken, the Withers Avenger of Roy Fidler. Barry Hughes stopped when a rocker broke and a dropped valve smashed a piston, exactly the same fault that put Colin Maikin out of the Tour of Britain.

Both the Curragha and the Brandywell stage were on clean and on the two short tests north of Peel, Curley only pulled back 2s on Boyd and then the next three stages were on clean so that as the rally headed south for the last of the night stages, nothing much happened to the leader board. The next major change came on stage 22 when Patrick overhauled Rosemary Smith/Pauline Gullick and then had the indecency to roll in front of them. He shed the screen from his Porsche and lost five minutes righting it. At the end of the night, this put him in fourth place just 7s ahead of McCartney and they were to have the devil of a fight during the day to resolve fourth place.

The day started with Boyd taking 3s off Curley on the first stage but they both cleaned the next two though they were the only ones to do so on the very fast Round Table section to Dalby. It was here that Tommy McAloon/Robin Lyons rolled the ex-Dessie McCartney Motortune of Bangor Escort RS and reduced its beautiful bodywork to scrap. Another accident on the following stage occurred when Phil Muddiman/Bob Lawrence got their BMW 3.0 CSL stuck between two banks as the result of a spin. They blocked the stage which had to be cancelled due to this and a temporary radio failure which prevented the organisers from sorting out the mess. It also meant that the next two stage on Injebreck and Glen Roy had to be cancelled as well to let the rest of the rally get back on time. Boyd had nothing to fear about the first which he cleaned but on the second he broke a selector in the gearbox and lost second and third gears so he was quite happy that it should be scrubbed. Indeed he managed so well with just three



Jumping to second place go Cahal Curley and Austin Frazer in their Porsche Carrera, seen on the infamous switchback.

gears that on the next stage he beat Curley by 1s and then he was able to take advantage of a 45 minute service break to change the gearbox. The next stage then was Tholt-y-will which he and the Porsche gang cleaned though Barry Lee missed it by 30s after overshooting the junction before the finish and having to reverse back.

Malcolm Harvey-Ross/Neil Inigo-Jones were battling on with their Escort Twin Cam which was having occasional trouble with the clutch as the pivot had failed and it was going over centre and would not disengage. Frank Pierson/David Stephenson who had forsaken their Vauxhall for Pierson's Escort RS were unfortunate enough to retire just two stages from the end when their oil filter came unscrewed and the fitting was damaged so that they couldn't get it back on again.

The battle for first place was by now practically over for both Boyd and Curley cleaned five of the last six stages and on the one that wasn't on, Boyd stole a further 5s to increase his lead to 40s. Behind them, Easthope was comfortably past the screen-less Patrick to take fourth. The rally had been due to finish with a separate competition for the top 30 crews over a large chunk of the TT Course but difficulties with the insurance company and the RAC over the fact of an independent award and perhaps too high a speed, led to it being included in the rally over a shorter distance so that just about everyone cleaned it. Boyd unofficially set fastest time at 5m 10s which makes a speed of 96 mph with Curley next at 5m 17s. Poor Ken Leece misjudged things badly at the Brandywell bend and moved down the fence with his Escort RS thus putting him out of the rally but he was qualified as a finisher with one fail.

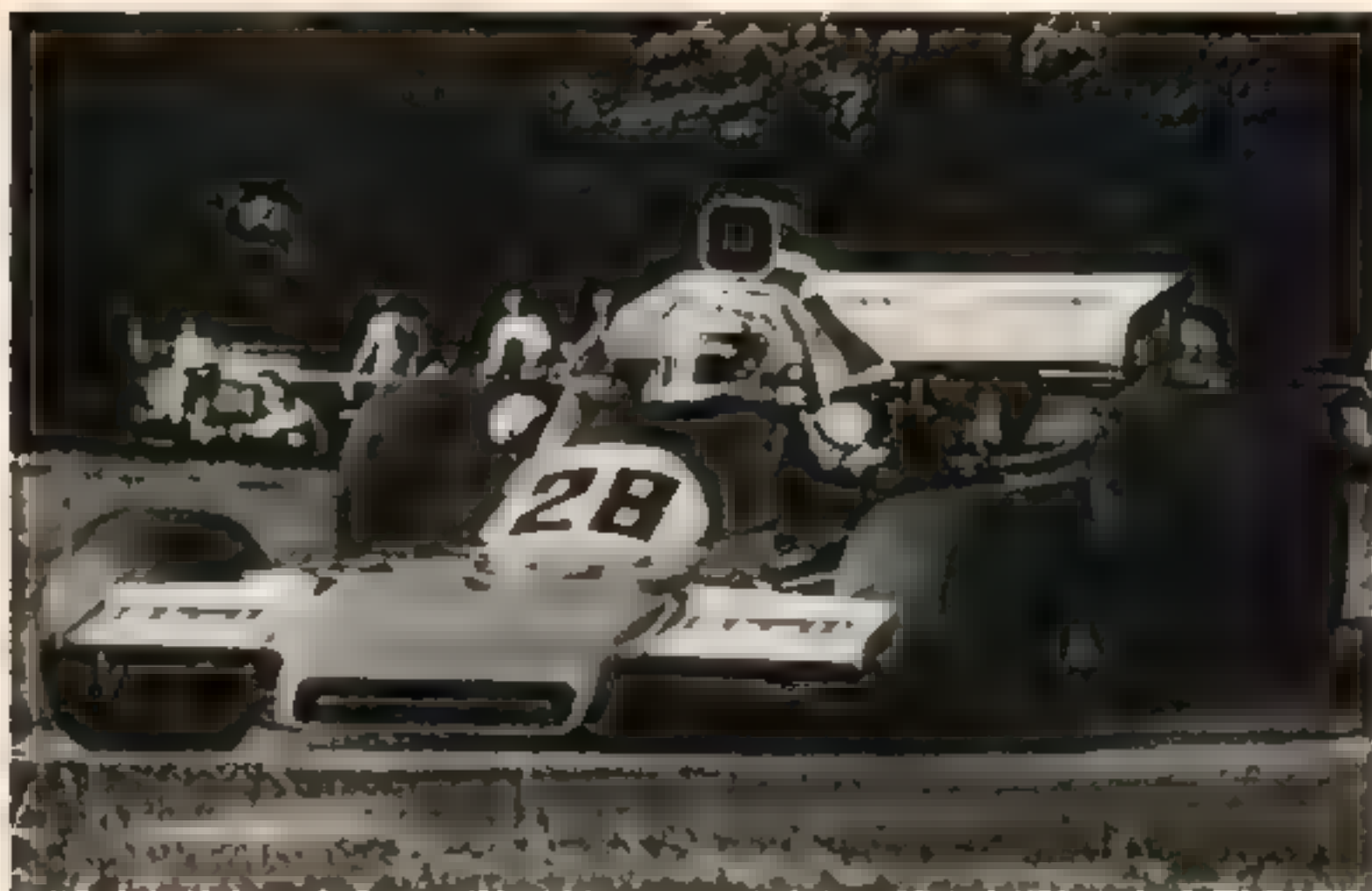
So ended an excellent Manx Trophy but there were many questions raised by its success not the least of which was the wisdom of having bogey times for stages at all. For Adrian Boyd it was confirmation that he is one of the most rapid British drivers on tarmac and that now he has a really fast car, he is a force to be reckoned with on all fronts.

1 A Boyd/J Davenport (Ford Escort RS1600), 39m marks. 2 C Curley A Frazer (Porsche Carrera RS) 209. 3 D Easthope B Magee (Ford Escort RS1600) 204. 4 D McCartney D Gossop (Porsche Carrera RS) 166. 5 M Patrick/A Rodgers (Porsche Carrera RS) 704. 6 M A McAlister (Porsche Carrera RS) 704. 7 W Spawlow (Porsche Carrera RS) 704. 8 A Leece (Porsche Carrera RS) 704. 9 A Leece (Porsche Carrera RS) 704. 10 J Dodds (Ford Escort RS1600) 682. 11 A Leece (Porsche Carrera RS) 680. 12 C Maikin B Cope (Ford Escort RS1600) 1212. 13 R Zweibaumer/B de Vries (BMW 3.0 CSL) 1219. 14 D Stokes (Porsche Carrera RS) 1219. 15 A Higginbotham (Ford Escort RS1600) 1219.

Note that the 1s for seventh place was recorded on one stage timed to a 1/10th of a second.

Crews who were N Thompson N Henderson (Sunbeam Sport 374) marks W Jones J Tison (Morris Cooper S) 254. C Maikin/B Cope (Porsche Carrera RS) 254. J Burton B Rowland (Ford Escort RS1600) 254. J Dodds (Ford Escort RS1600) 254. D Easthope B Magee (Ford Escort RS1600) 634. D McCartney D Gossop (Porsche Carrera RS) 680. G Shepherd H Mason (Porsche Carrera RS) 254. C Curley A Frazer (Porsche Carrera RS) 309. K Shanks/D Davidson (Ford Escort RS1600) 1492. A Boyd/J Davenport (Ford Escort RS1600) 149.

Crew Team award: Manx Auto Sport X (Easthope, Dodds and Tison). Escort Award: Escort One B (H Thompson and Lambert). Best Mixed Crew: C (A Jackson, K Gormley) (Ford Escort). Best Lady Driver: Mrs Pat McCarroll.



Damien Magee drove Tony Brown's F1 BT37 really well and won the second heat after a mechanical failure robbed him of the first

PHOENIX PARK

Reid's Grand Prix success

Story and pictures by BRIAN FOLEY

Tommy Reid and his sponsor Mick Mooney realised their big motor racing ambition at Phoenix Park last weekend where Reid drove the Irish Racing Cars Brabham-Vega BT38/40 to victory in the Players No 6 Grand Prix feature. Other race winners were Richie Heeley (Gryphon C73), ShellSport Trophy; Alec Poole (Datsun 130A), and Mick Hill (Ford Capri V8), Duckhams Trophy; Derek Boyd (Ford Capri 3000), Dunlop Hawthorn Trophy; Jay Pollock (Crossle 22F), Formula Ford Trophy; Martin Andrews (Triumph Spitfire), BP Visco-Static Handicap; and the England v Ireland Challenge for Super Sports was won by the visiting Clubmen.

The two days of road racing were run off in gloriously sunny weather, which certainly brought out the crowds in their thousands to watch it all for free as there is no admission fee to Dublin's public playground. But despite the good conditions, and the presence of Damien Magee with a Formula 1 Brabham BT37, the lap record of 1 m 38.4 s, 101.36 mph, set by Alan Rollinson (F5000 Lola T300) and John Watson (F1 March 721) last year, was not broken. Magee's best lap of 1 m 40.2 s was off the top mark. Organisationally, the meeting was not perhaps as slick as in other years, with the programme well behind time on both days.

Several of the top names in British Clubman racing contested the opening race on Saturday for the ShellSport Trophy, but it was three Irishmen on the front row of the impressive 18-car grid, with Richie Heeley putting his Capital Tea Gryphon C73 on pole at 1 m 55.8 s. Tony Martin was in the middle of the front row at 1 m 56.6 s with his Everymans D-I-Y U2 Mk 11B and Dave Furlong, only just back from his honeymoon and right back on form, was timed in the Bob Beattie Mk 11B at 1 m 57.2 s. Fastest of the cross-channel visitors was Andy Diamond in one of his own Gryphon C73s at 1 m 57.2 s, with Bob Cuthbertson on his left in his Drummond. Caldwell Smythe (C73), Eddie Regan in his new C73 sponsored by his own Steering Wheel Club and Frank Sytner (U2 Mk 11B) were on the third row. Poor Richie Conroy non-started his Liam Cullen Gryphon C73 with clutch trouble and Vernon Davies in the Stuf U2 had the fourth row all to himself, in front of Ivan Rothwell's Toffo-U2 Terry Cockerell (U2 Mk 11B) and Peter Evans in the Lotus 7X/Access. Mike Martin was unusually well down the grid, on the sixth row, with the Motor Supplies/Combat Cancer U2s and the Gryphon pair of Sid Marler and C73), Brian Husbands and Derek Shortall in U2s and the Gryphon pair of Sid Marler and Brian Greene were well down on the quick boys in practice, and Dave Manley gamely brought his old U2 Mk 8 to the line sans

nose-cone following a huge off in practice.

Heeley made off like a scalded cat (courtesy of hot Capital Tea) to lead into Mountjoy Corner, where there was quite a sorting out session, and Tony Martin just had the edge over the Gryphon to lead the race with his U2. Already the leaders had panned out a respectable lead over Sytner and Smythe with Mike Martin just behind the two Englishmen on the first lap and up into third on lap 2 when Sytner retired. Heeley was pushing Martin all around the circuit and in a masterful display of controlled high-speed cornering he cut inside the U2 at the very

fast Phoenix Corner to lead on lap three. Dave Furlong dropped out on the very first lap, and Mike Martin was catching up fast, but overcooked it at Dublin Corner and had to watch everyone else race past as his U2 was firmly stuck in one of the Park's infamous roadside drain gulleys! Tony Martin was unable to do anything about the polished Heeley, and the interest switched towards the third place battle which was left more open by the retirement (engine failure) of Stuart Glass on lap three. By lap four Eddie Regan's Gryphon retired with overheating troubles. Smythe was being challenged by Peter Evans, Brian Husbands and Sid Marler, but Evans was out by the end of lap six when a drive-shaft sheared and smashed up the left back wishbones and wing stays and he also had at least two buckled wheels. Tony Martin's engine was blowing smoke, and he dropped back farther and farther behind Heeley with lack of vital oil pressure, pulling max revs up the main road with only 10 lb psi on the oil pressure gauge. Marler dropped from third on lap nine and on lap 11 it was Husbands' turn to drop several places. Heeley ran out the winner by the huge margin of 32.2 s over Martin, whose engine just held to the end, while on the very last lap Andy Diamond snatched third place from Caldwell Smythe with Mike Martin battling his way back to fifth. Only 0.2 s separated Diamond, Smythe, Mike Martin, Sid Marler and Brian Husbands from each other.

The first heat of the Duckhams Trophy for modified saloons was divided into two classes, 1000 cc and 1300 cc, but there was just none of the Mini and Imp variants able to do anything about the Japanese Datsun 1300 of Alec Poole, who led after passing the 1.3 Mini of David Yeates at the end of the first lap and from then on he just raced away into the distance to win by a huge margin from the 1.3 Wolseley Hornet of Paul Healion. Despite a Ford engine that was breaking down at peak revs Vinney Moy took third overall and the 1000 cc class with his Imp-Ford. The retirement rate was high, and a pit stop dropped David Hall's quick Imp to a lowly seventh.

Alan Rollinson, last year's winner, non-started his F5000 McRae GM1 in the Players No 6 Grand Prix because of lack of finance and the other notable non-starter was Kay Griffiths with his 8.6-litre McLaren M19 CanAm machine. Fastest in practice was the Mighty Magee in the F1 Brabham BT37 entered by the Monkey Brown, but Damien was some 4 mph under the lap record held by Rollinson and John Watson and was only fractionally faster than Ken Fildes in Luke Duffy's Crossle-Vega 22F. Nelson Todd in his Crossle-Hart 22F, now sponsored by Desmond Mack, completed the front row of the grid. Tommy Reid (Brabham-Vega BT38/40) and John Pollock (Brabham-FVC BT30) were on the second row, and there was a mixed bag on the third row with John L Amie's Porsche 910 flanked on either side by Charles Lucas in the neat F Atlantic March 73B and Walter Kinnear in his Lotus-FVC 69. Patsy McGarrity had misfiring problems in practice and was on row four with his ex-works Duckhams-sponsored F2 Chevron 825, but he retired after the warming-up lap.

As expected, Damien Magee used all that Ford power of the Brabham BT37 to build

Alec Poole won the first Duckhams Trophy race in the works Datsun 130B.



up a big lead over Reid and Fildes, but the Formula 1 car was not built for the bumpy roads of Phoenix Park and after only four laps Magee was forced to retire with two cracked engine mountings. In a demon braking manoeuvre at Dublin Corner, Fildes took Reid on the inside to lead on lap seven. Nelson Todd's Crosslé was in trouble with lack of braking power and two pit stops plus two runs down the escape road at Dublin Corner effectively put him out of contention. Arthur Collier's B10 23 only completed two laps. Richie Heeley retired on lap 13 convinced that the Holbay engine of his Gryphon C73 was seized, but afterwards it transpired that he only had a flat battery!

With only two laps to go Fildes was almost put out of the race by L'Amie's Porsche, which charged up the inside of the braking area at Dublin Corner, and this allowed Reid to get right up behind the Crosslé and Wee Tommy went ahead on the last lap to win by one-fifth of a second. Charles Lucas finished third in the FA March, a lap behind and almost half a minute in front of Pollock and Todd, with Johnny Blades two laps down on the first two in the ex-E. Fitzpaldi P2 Lotus 69.

Final thing was a Group 1 race for the Dunlop Hawthorn Trophy, in which Derek Boyd scored a runaway victory with the Lombard and Ulster Ford Capri 3000 from the similar car of Brendan Fagan and the Ford Mexicos of Michael McMenamin and Alan Tyndall. But the sensational performance was Alec Poole's sixth with a Datsun 120A, beating cars of several cc's bigger and costing much more too!

The best grid of Formula Fords seen in Irish racing so far this year set off in the opening race on Sunday, but thanks to some clottish late braking there was a big incident at Mountjoy that eliminated the Crosslés of Paul Eastwood, John Keane and Jim Sherry, the Dulon of Stuart Ross and Bernard Devaney's Lotus 61M, and Eddie Jordan's Lotus 61M blew its engine to pieces on the warming-up lap. Jay Pollock in the works Crosslé 25F, who has only just appeared after almost a year's retirement in the past few weeks, did a repeat of his last year's win with consummate ease, 14.2 s in front of Frank Hopper's Royale RP10 and with no one else in the picture at all. Harry Acheson in his Marilyn Mk 20A was a lonely third, followed by Dan O'Sullivanbain (Crosslé 20F), the ever sideways David Kennedy (Marilyn Mk 11A) and Crawford Harkness (Lotus 69F).

Heat 2 of the Duckhams Trophy included some very fast and exciting machinery, with Mick Hill's famous Ford Boss Capri the obvious favourite, but the opening lap saw Hill being led by the Vauxhalls of Des Donnelly (Viva) and Jackie Patterson (Firenza). Hill took Patterson on the second lap, but for four glorious laps Donnelly led the mighty Capri V8 until the gearbox expired and the 16-valve Viva was out at Ratra Corner. Patterson was slowing in the Firenza and

Mattie McNamara went into second on lap five, and the Escort-FVC closed steadily on the Capri but it was obvious that Hill was just not turning on all the power available and had lots in hand. Patterson retired on lap eight and a lap later Tony Brennan retired his quick Escort-FVC with a flat front tyre. Alec Poole's mechanics had worked overnight to put a bigger 1320 cc engine in the little Datsun 120A and this certainly paid dividends as he was up to fifth on lap eight, in front of Hector Newenham's 1.8 Escort BDA. His friend Hector went past at Mountjoy, spun in front of Alec, the Datsun hit the Escort and sent it on its way, but the Japanese car retired with a front corner knocked off! Mick Hill went on to win by 7.4 s from McNamara, and Newenham was third, a lap behind, from the Viva of Jay O'Malley, Robert Ward and Derek McMahon, ringleaders of the famous "Donegal Mafia" of racing and rallymen, had a fantastic dice in their rally BMW 2002s to dead heat for fifth, handsomely beating the other rally BMW of Arnie Poole.

Only two drivers were really in the hunt for that £1,000 first prize in the Player's No. 6 Grand Prix, but at the end of the second lap of the second heat only Tommy Reid was there with the big purse dangling in front of his Brabham, for Ken Fildes made a dramatic pit stop to retire the Luke Duffy Crosslé with a fractured rear suspension upright. Nelson Todd led the race for four laps until Reid took over the lead until lap 11 when the order was Todd, Reid, Patsy McGarrity, Damien Magee, Johnny Blades and Charles Lucas, the latter having a helluva go with the FA March and using all the road and lots of opposite lock to keep up with the quicker cars and stay in the money picture.

McGarrity was going quickly with the P2 Chevron and he was the new race leader on lap 12 and it was not until lap 16 that Magee even came y led in the F1 Brabham, but little Patsy continued to press on so that Damien just could not relax for a second. Reid was fourth but happy to hold his place and the overall lead without throwing it all away by trying to relax Todd. In the closing laps of what was an interesting if not exactly thrilling race, Charles Lucas shot off the road at Phoenix Corner just as he was being lapped by Magee. The March ran amok amongst the trees and finally bent itself rather badly against one of the Park trees that have claimed so many motor cars in the past. Luckily Charlie was okay but dejected, for he had thrown away a probable second overall with only three laps to go out of a total of 58 laps! At the finish there was only 0.8 s between Magee and McGarrity and Todd and Reid were the only others to go the distance, with Reid and his sponsor and great friend Mick Mooney, of Irish Racing Cars fame, happy to finish fourth and delighted to finally break their Park bogey in such splendid style. It was Tommy's Player's No. 6 GP win in no uncertain terms for he was the only driver to complete the full 58 laps. Nelson Todd was a gallant

second and Charles Lucas had the consolation of being classified in the money with third on aggregate. Ronnie McKay and Brian Leake, in Brabham BT30 and BT36, respectively, were rewarded for their efforts by taking the next two placings.

The BP Visco-Static Trophy was a handicap race for sports cars, with a sprinkling of single-seaters, won by Martin Andrews in a Triumph Spitfire who was almost pipped by Mike Nugent's ultra quick Lotus Elan on the line. Tony Dowling did wonders with an almost vintage Lotus Mk XI to finish third by exactly 1 s ahead of the MGB of Joan Dobbs.

Two very long and busy days of motor racing came to a fitting finale with the Shell-Sport International Challenge Team Race between England and Ireland, contested by the super sportsmen of the clubman world. Grid placings were by lucky dip and it was Richie Heeley drawing pole, but a first lap nonsense at Mountjoy saw the leading Irish driver way down in sixth spot at the end of lap 1, behind Vernon Davies (U2), Stuart Glass and Sid Marler in Gryphons, Brian Husbands (U2) and Caldwell Smythe (Gryphon) having been sportingly waved on by fellow Irishmen Ivan Rothwell, Dave Furlong and Derek Shortall in U2s. Mike Martin retired his U2 on lap one and on lap two the score was evened when Frank Sytner retired his U2. Heeley had the bit between his teeth in his efforts to uphold Irish honour and on lap eight he was third, but was unable to do anything about Davies and Glass. The order after the third man was Husbands, Rothwell, Smythe, Furlong, Marler, Shortall, Cockerell, Conroy and Manley. England won on points, by 47 to 31, having recovered from a shocking rate of mechanical misfortune in the ShellSport Trophy and PNE GP that included smashed nose cones, buckled wheels and suspensions but sure 'twas a Welshman that won it for the English!

ShellSport Trophy (Super Sports), 12 laps: 1. Richie Heeley (Gryphon C73) 23 m 42.8 s, 54.10 mph. 2. Tony Martin (U2 Mk 11B) 24 m 13.0 s. 3. Andy Diamond (Gryphon C73) 24 m 19.8 s. 4. Caldwell Smythe (Gryphon C73) 24 m 20.0 s. 5. Mike Martin (U2 Mk 12) 24 m 21.4 s. 6. Sid Marler (Gryphon C73) 24 m 20.4 s. 7. Brian Husbands (U2 Mk 12) 24 m 21.8 s. 8. Derek Shortall (U2 Mk 12) 24 m 21.8 s. 9. Frank Sytner (U2 Mk 12) 24 m 21.8 s. 10. Patsy McGarrity (U2 Mk 12) 24 m 21.8 s. 11. Nelson Todd (U2 Mk 12) 24 m 21.8 s. 12. John Keane (U2 Mk 12) 24 m 21.8 s.

Duckhams Trophy (Modified Saloons), Race 1, 17 laps: 1. Arnie Poole (1.8 Datsun 120A) 37 m 46.8 s, 74.79 mph. 2. Paul Harkin (1.8 Datsun 120A) 38 m 27.4 s. 3. Johnny May (1.0 Ford) 38 m 47.2 s. 4. Patsy McGarrity (0.8 M) 38 m 47.2 s. 5. Patsy McGarrity (0.8 M) 38 m 47.2 s. 6. Patsy McGarrity (0.8 M) 38 m 47.2 s. 7. Patsy McGarrity (0.8 M) 38 m 47.2 s. 8. Patsy McGarrity (0.8 M) 38 m 47.2 s. 9. Patsy McGarrity (0.8 M) 38 m 47.2 s. 10. Patsy McGarrity (0.8 M) 38 m 47.2 s. 11. Patsy McGarrity (0.8 M) 38 m 47.2 s. 12. Patsy McGarrity (0.8 M) 38 m 47.2 s. 13. Patsy McGarrity (0.8 M) 38 m 47.2 s. 14. Patsy McGarrity (0.8 M) 38 m 47.2 s. 15. Patsy McGarrity (0.8 M) 38 m 47.2 s. 16. Patsy McGarrity (0.8 M) 38 m 47.2 s. 17. Patsy McGarrity (0.8 M) 38 m 47.2 s.

Player's No. 6 Grand Prix, Heat 1, 29 laps: 1. Tommy Reid (Brabham BT30) 50 m 3.4 s, 95.64 mph. 2. Ken Fildes (Crosslé 25F) 50 m 3.4 s, 95.64 mph. 3. Charles Lucas (Brabham BT30) 50 m 3.4 s, 95.64 mph. 4. John Pollock (Brabham BT30) 50 m 3.4 s, 95.64 mph. 5. Nelson Todd (Crosslé 25F) 50 m 3.4 s, 95.64 mph. 6. Johnny Blades (Crosslé 25F) 50 m 3.4 s, 95.64 mph. 7. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 8. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 9. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 10. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 11. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 12. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 13. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 14. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 15. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 16. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 17. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 18. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 19. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 20. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 21. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 22. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 23. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 24. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 25. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 26. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 27. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 28. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 29. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph. 30. Patsy McGarrity (P2) 50 m 3.4 s, 95.64 mph.

Dunlop Hawthorn Trophy (Standard Saloons), 12 laps: 1. Derek Boyd (Ford) 38 m 47.2 s, 74.79 mph. 2. Brendan Fagan (Ford Capri 3000) 38 m 47.2 s, 74.79 mph. 3. Michael McMenamin (Ford Escort MX3) 38 m 47.2 s, 74.79 mph. 4. Alan Tyndall (Ford Escort MX3) 38 m 47.2 s, 74.79 mph. 5. John Hynes (Ford Capri 3000) 38 m 47.2 s, 74.79 mph. 6. Alec Poole (Datsun 120A) 38 m 47.2 s, 74.79 mph. 7. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 8. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 9. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 10. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 11. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 12. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 13. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 14. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 15. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 16. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 17. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 18. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 19. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 20. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 21. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 22. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 23. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 24. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 25. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 26. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 27. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 28. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 29. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph. 30. Patsy McGarrity (P2) 38 m 47.2 s, 74.79 mph.

Formula Ford Trophy (1.2 litre), 12 laps: 1. Jay Pollock (Crosslé 25F) 24 m 27.4 s, 83.33 mph. 2. Frank Hopper (Royale RP10) 24 m 27.4 s, 83.33 mph. 3. Harry Acheson (Marilyn Mk 20A) 24 m 27.4 s, 83.33 mph. 4. Dan O'Sullivanbain (Crosslé 20F) 24 m 27.4 s, 83.33 mph. 5. David Kennedy (Marilyn Mk 11A) 24 m 27.4 s, 83.33 mph. 6. Crawford Harkness (Lotus 69F) 24 m 27.4 s, 83.33 mph. 7. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 8. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 9. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 10. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 11. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 12. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 13. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 14. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 15. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 16. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 17. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 18. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 19. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 20. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 21. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 22. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 23. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 24. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 25. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 26. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 27. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 28. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 29. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph. 30. Patsy McGarrity (P2) 24 m 27.4 s, 83.33 mph.

Duckhams Trophy, Race 2, 17 laps: 1. Mick Hill (Ford Capri V8) 34 m 17.0 s, 84.17 mph. 2. Mattie McNamara (Ford Escort FVC) 34 m 20.4 s. 3. Hector Newenham (1.8 Ford Escort BDA) 34 m 20.4 s. 4. Jay O'Malley (Viva) 34 m 20.4 s. 5. Robert Ward (BMW 2002) 34 m 20.4 s. 6. Derek McMahon (BMW 2002) 34 m 20.4 s. 7. Des Donnelly (Viva) 34 m 20.4 s. 8. Patsy McGarrity (P2) 34 m 20.4 s. 9. Patsy McGarrity (P2) 34 m 20.4 s. 10. Patsy McGarrity (P2) 34 m 20.4 s. 11. Patsy McGarrity (P2) 34 m 20.4 s. 12. Patsy McGarrity (P2) 34 m 20.4 s. 13. Patsy McGarrity (P2) 34 m 20.4 s. 14. Patsy McGarrity (P2) 34 m 20.4 s. 15. Patsy McGarrity (P2) 34 m 20.4 s. 16. Patsy McGarrity (P2) 34 m 20.4 s. 17. Patsy McGarrity (P2) 34 m 20.4 s. 18. Patsy McGarrity (P2) 34 m 20.4 s. 19. Patsy McGarrity (P2) 34 m 20.4 s. 20. Patsy McGarrity (P2) 34 m 20.4 s. 21. Patsy McGarrity (P2) 34 m 20.4 s. 22. Patsy McGarrity (P2) 34 m 20.4 s. 23. Patsy McGarrity (P2) 34 m 20.4 s. 24. Patsy McGarrity (P2) 34 m 20.4 s. 25. Patsy McGarrity (P2) 34 m 20.4 s. 26. Patsy McGarrity (P2) 34 m 20.4 s. 27. Patsy McGarrity (P2) 34 m 20.4 s. 28. Patsy McGarrity (P2) 34 m 20.4 s. 29. Patsy McGarrity (P2) 34 m 20.4 s. 30. Patsy McGarrity (P2) 34 m 20.4 s.

Player's No. 6 Grand Prix, Heat 2: 1. Damien Magee (P2) 50 m 20.2 s, 95.75 mph. 2. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 3. Nelson Todd (Crosslé 25F) 50 m 20.2 s, 95.75 mph. 4. Tommy Reid (Brabham BT30) 50 m 20.2 s, 95.75 mph. 5. Charles Lucas (Brabham BT30) 50 m 20.2 s, 95.75 mph. 6. Johnny Blades (Crosslé 25F) 50 m 20.2 s, 95.75 mph. 7. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 8. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 9. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 10. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 11. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 12. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 13. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 14. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 15. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 16. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 17. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 18. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 19. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 20. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 21. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 22. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 23. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 24. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 25. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 26. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 27. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 28. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 29. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph. 30. Patsy McGarrity (P2) 50 m 20.2 s, 95.75 mph.

Player's No. 6 Grand Prix Aggregate results: 1. Tommy Reid 50 m 20.2 s, 95.75 mph. 2. Nelson Todd 50 m 20.2 s, 95.75 mph. 3. Charles Lucas 50 m 20.2 s, 95.75 mph. 4. Ronnie McKay 50 m 20.2 s, 95.75 mph. 5. Brian Leake 50 m 20.2 s, 95.75 mph. 6. John L'Amie (Porsche 911) 50 m 20.2 s, 95.75 mph. 7. Harold McGarrity 50 m 20.2 s, 95.75 mph. 8. Paul Guerrero 50 m 20.2 s, 95.75 mph. 9. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 10. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 11. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 12. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 13. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 14. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 15. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 16. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 17. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 18. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 19. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 20. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 21. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 22. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 23. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 24. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 25. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 26. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 27. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 28. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 29. Patsy McGarrity 50 m 20.2 s, 95.75 mph. 30. Patsy McGarrity 50 m 20.2 s, 95.75 mph.

BP Visco-Static Trophy (Handicap), 12 laps: 1. Martin Andrews (Triumph Spitfire) 26 m 09.2 s, 80.74 mph. 2. Mike Nugent (Lotus Elan) 26 m 09.2 s, 80.74 mph. 3. Tony Dowling (Lotus Elan) 26 m 09.2 s, 80.74 mph. 4. Joan Dobbs (Lotus Elan) 26 m 09.2 s, 80.74 mph. 5. Francis Flynn (Lotus Elan) 26 m 09.2 s, 80.74 mph. 6. Sid Bradfield (Lotus Elan) 26 m 09.2 s, 80.74 mph. 7. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 8. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 9. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 10. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 11. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 12. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 13. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 14. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 15. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 16. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 17. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 18. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 19. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 20. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 21. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 22. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 23. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 24. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 25. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 26. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 27. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 28. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 29. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph. 30. Patsy McGarrity (P2) 26 m 09.2 s, 80.74 mph.

Team Challenge (Super Sports), 18 laps: 1. Vernon Davies (U2 Mk 12) 19 m 3.0 s. 2. Stuart Glass (Gryphon C73) 19 m 33.4 s. 3. Richie Heeley (Gryphon C73) 19 m 44.2 s. 4. Brian Husbands (U2 Mk 12) 19 m 48.4 s. 5. Ivan Rothwell (U2 Mk 12) 20 m 36.8 s. 6. Caldwell Smythe (Gryphon C73) 20 m 42.2 s. 7. Patsy McGarrity (P2) 20 m 42.2 s. 8. Patsy McGarrity (P2) 20 m 42.2 s. 9. Patsy McGarrity (P2) 20 m 42.2 s. 10. Patsy McGarrity (P2) 20 m 42.2 s. 11. Patsy McGarrity (P2) 20 m 42.2 s. 12. Patsy McGarrity (P2) 20 m 42.2 s. 13. Patsy McGarrity (P2) 20 m 42.2 s. 14. Patsy McGarrity (P2) 20 m 42.2 s. 15. Patsy McGarrity (P2) 20 m 42.2 s. 16. Patsy McGarrity (P2) 20 m 42.2 s. 17. Patsy McGarrity (P2) 20 m 42.2 s. 18. Patsy McGarrity (P2) 20 m 42.2 s. 19. Patsy McGarrity (P2) 20 m 42.2 s. 20. Patsy McGarrity (P2) 20 m 42.2 s. 21. Patsy McGarrity (P2) 20 m 42.2 s. 22. Patsy McGarrity (P2) 20 m 42.2 s. 23. Patsy McGarrity (P2) 20 m 42.2 s. 24. Patsy McGarrity (P2) 20 m 42.2 s. 25. Patsy McGarrity (P2) 20 m 42.2 s. 26. Patsy McGarrity (P2) 20 m 42.2 s. 27. Patsy McGarrity (P2) 20 m 42.2 s. 28. Patsy McGarrity (P2) 20 m 42.2 s. 29. Patsy McGarrity (P2) 20 m 42.2 s. 30. Patsy McGarrity (P2) 20 m 42.2 s.

The Gryphons of Andy Diamond and Caldwell Smythe had a big dice with Mike Martin's U2 for third place in the Shell Trophy race.



CASTROL AUTOCROSS FINAL

Terry Smith is Champion

Terry Smith, the 37-year-old printing company director from Harborne, Birmingham, is the 1973 Champion of the Castrol BTRDA Clubman's Autocross Championship. He won the title after a nerve-tingling three-car run-off at the final at Fittingham, near Wolverhampton, last Sunday, when Dudley & District CC ran the final for the third time.

At the conclusion of a fine day's autocrossing in which nine drivers had started with an equal chance of carrying off the title vacated by double winner John Bevan, Smith lined up with his 1340 Mini against George Warren, upon whom Welsh hopes rested, and the Norfolk farmer Peter Harrold, each of whom had won their respective classes on each of the three runs. Warren, who had the drama of a broken oil pipe just before his third class-winning run with his 1.7 Escort and Harrold of big-engined VW fame, sandwiched Smith in the triple run.

With the times kept secret until after all three had completed the tie breaker, Harrold was first away striving to better his class winning 1 m 20.7 s, but he failed by just over 1.5 s. Smith was second and he did a perfect run, bettering his class-winning best by 0.4 s, but he didn't know it at the time. So to George Warren. He flew round the first part of the course in tremendous style but then his world collapsed as he spun the ex Ron Douglas car at the last bend on his first lap and thus the championship was decided.

Smith, the man who came into the championship mid way through the season and only just in time to get among the class winners consistently enough to get to the final with a maximum of seven wins along with eight others, remarked afterwards: "I have never been so nervous in all my life."

What then of the others? Nick Garner and Richard MacDonald, the small Mini men, were the first of the maximum scorers to get to grips and they were one all and effectively out of it after the first two runs and when MacDonald won the third run after three very consistent outings by a decisive second, he took the class overall by six points. From the up to 1300 cc conventional saloon class, Graham Hathaway, the newcomer to the championship, failed to get his Anglia repaired in time from his previous weekend malades and used an Escort but he was never in the hunt from the word go. His best placings were two-thirds and so the class went to Tony Merridale with three straight wins leaving a despondent Hathaway second overall in the class. Next of the nine to fall by the wayside was Paul Northall, sole representative of the sports car class. With the Triumph GT6 he was expected to blow off the opposition and he started with a win but then was beaten by the almost unknown figure of Ron Gibson with his rapid Sprite and to crown a poor day, Roger Dowson pipped him on the third run. His sole consolation was overall runner-up in the championship for best in opposite class to the overall winner and the class in the series went to Dowson.

So to the clash of the VWs of Harrold and his old rival John Button. Harrold sailed away from the start and Button dropped a clanger on the first run when he spun almost to a halt. He recovered with 2 s on subsequent runs but he never really saw the Norwich farmer.

Roger Brunt, overall leader of the series with 13 class wins to his credit with his lightweight 999 Mini, was next to fall from contention. The man who provided the shock was another of the non-regulars in the series Nick Brice. He posted a time just over 1 m 21 s on his first run and Brunt was half

a second down so his chances disappeared early. Brice rubbed salt into the wound by winning second time round while Brunt finally got it all sorted when it was too late on the third run. Frank Morris, the other leading contender in the class, had a poor day but just hung on to second overall ahead of Brice.

Next up was Warren. He quickly asserted himself by leading the opposition by a comfortable 5 s on his first run and after a repeat performance on the second outing (which was a re-run because he backed off for ambulance men whom he thought were in the way), he was just about to come to the line for his third when an oil pipe burst and much sweat was expended in putting matters to rights. Nerves or not, George put in another class-winning run and was through to the run off. In contrast Smith had a comfortable time, problem-wise. He started off by leading the class by 0.7 s, was only a tenth slower on his second run and equalled this on the third for the most consistent piece of autocrossing seen at a final for many a long year and in due course became a worthy champion.

In the other two classes which did not provide maximum score people Martin Barnard took his Datsun 240Z to a runaway victory in the standard saloons sports class

Victory was almost handed to him on a plate when the Porsche 911S of Brian Evans and Dave Marston never appeared and Barnard romped away to three straight wins and the class overall while in the specials class the ever so consistent Nick Seymour emerged as the class winner with a win, a second and a third to pip poor John Watkins, the leader, before the day by a mere two points.

Seymour, with his Volok Special as reliable as ever, edged home in front of Watkins' JW Special which had the class in his grasp until the very last run when the car coasted to a halt with a dead engine when he only had to take fourth to take the class after leading it for most of the series.

John Bevan and Mike Turpin, with Naveb and the 1900 BDA Special, had a right good go for BTD. Turpin blasted off with 1 m 18.0 s only to be given a 5 s penalty while Bevan had turned in a neat 1 m 18.8 s which stood throughout the rest of the over 300 runs on the dry and dusty Clive Farm course.

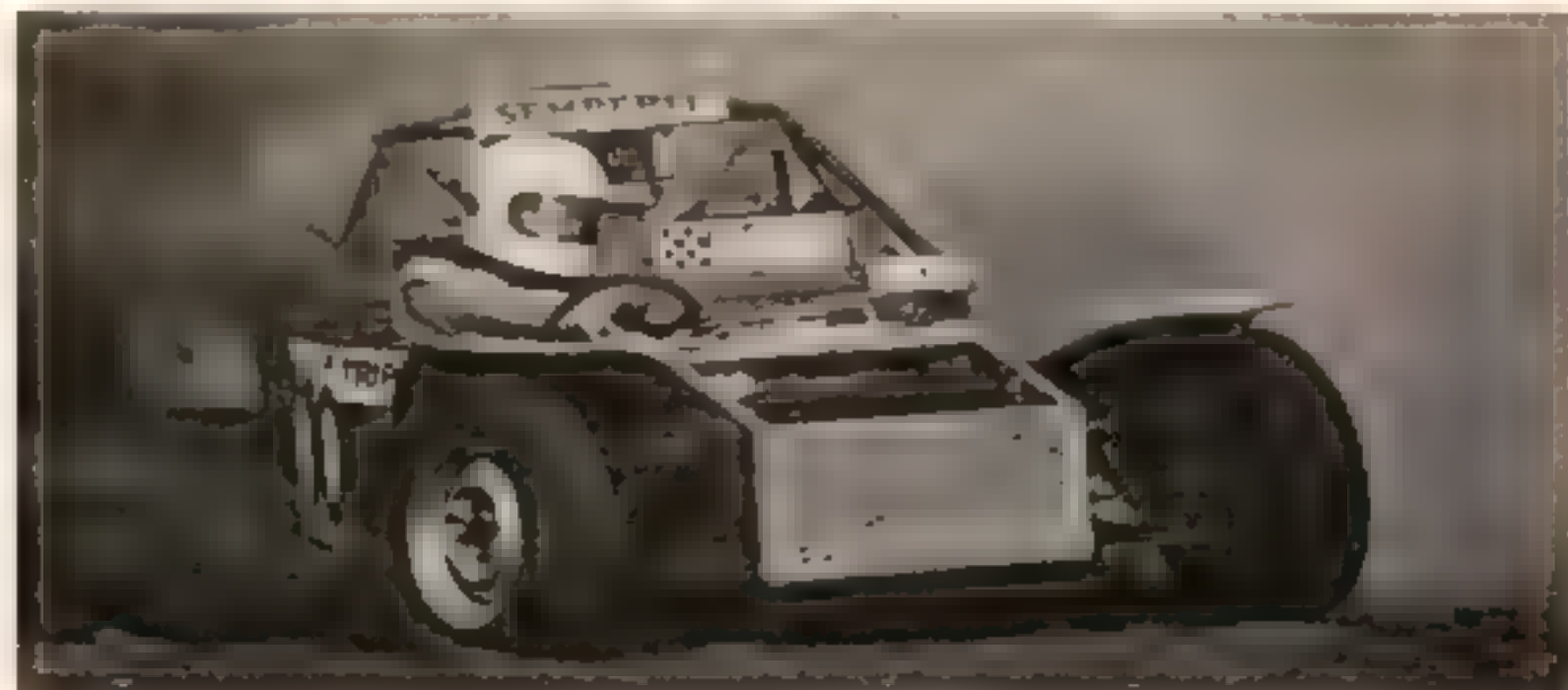
The BTRDA chairman, Peter Cooper, presided over the presentation of class awards and some of the major prizes as darkness began to close in and with Smith collecting the much-prized Gold Star as champion, the 1973 series put on the dust covers at the conclusion of yet another successful season. Battle will recommence next April when Castrol, it was announced, will once again provide the sponsorship.

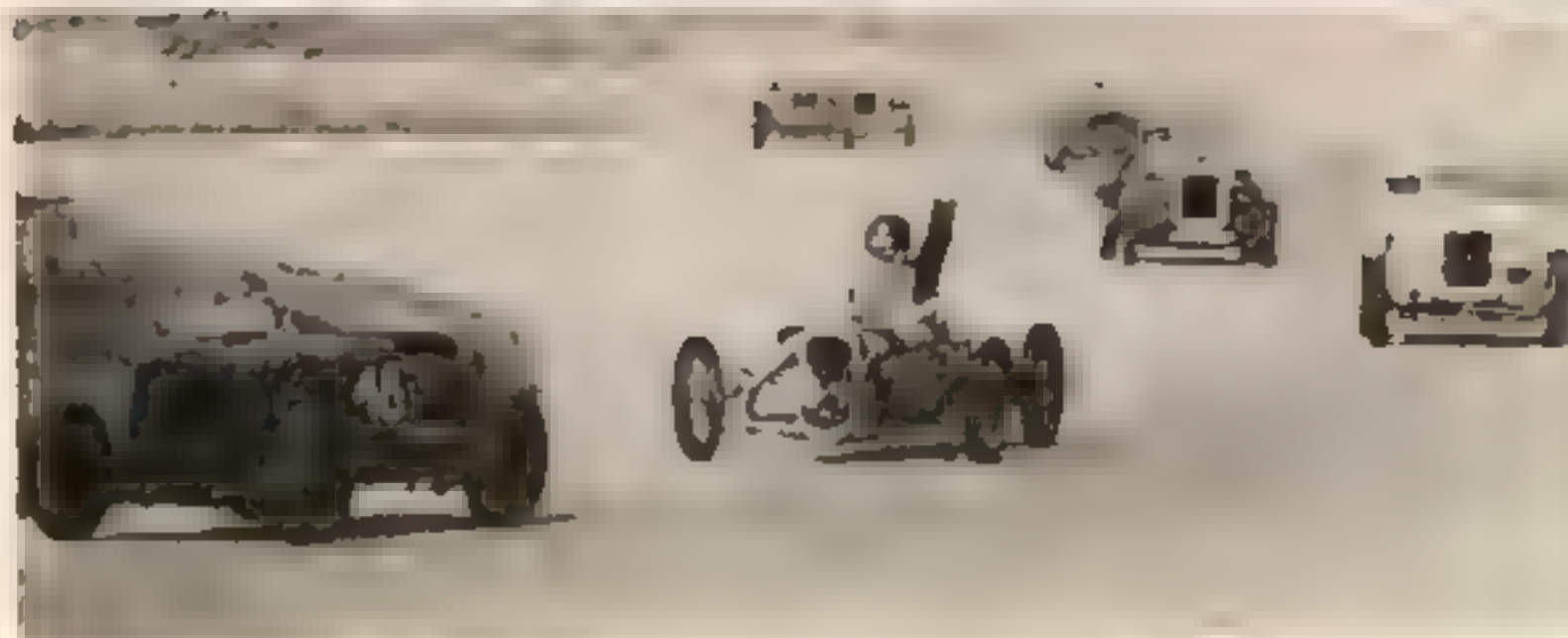
DEREK HILL

Champion Terry Smith (Mini), 1 m 19.9 s
BTD Bevan Naveb 1 m 18.8 s
Class winners M Barnard (Datsun 240Z) 1 m 22.5 s
N Garner (Mini) 1 m 23.3 s T Merridale (Escort) 1 m 23.8 s
P Northall (Triumph GT6) 1 m 26.6 s
P Harrold VW 1 m 20.7 s N Brice (Mini) 1 m 21.3 s
G Warren (Escort) 1 m 21.4 s
P M N 1 m 21.0 s M Turpin (BDA) 1 m 20.0 s
Ladim M N A Morris (Mini) 1 m 23.5 s



Tony Merridale takes his Escort to a class championship title (above). BTD went to John Bevan again (below)





Eyre's Austin leads Giles, who seems to have something amiss with the GN "Salome."

LLANDOW

High attrition rate in heat

"Akin to being pummelled in an overheated sauna bath" was one description among the few printable offered by competitors at the first ever VSCC Llandow race meeting last Saturday. The bumps of this diminutive circuit were already a sore subject after practice — VSCC racing machinery is not renowned for the suppleness of its suspension — but the sweltering heat of the afternoon and the relentless series of unabated right-hand bends contrived to wear out some of the most dauntless car/driver combinations. Hero of the day and winner of the Motor Sports Brooklands Memorial Trophy as a result of this day's and many previous successes during this season, was Iain Macdonald in his burly Lagonda LG45 4½ litre racer.

First of the scratch races to take to the track was a 10-lapper for up to 1500 cc Vintage and PVT cars, led from start to finish by David Fletcher-Jones' Lagonda Rapier sports racer although the efforts of Dr Lionel Stretton in his GN Special in second place gained him fastest lap time of nearly 73 mph in the car which bears the name of the old Shelsley special "Martyr" but its big JAP engine and blower have been replaced by a 4ED Meadows. Freddy Giles' more original Shelsley Special (Salome), with JAP, Morgan trike and a little GN in its make-up finished a gallant third ahead of John Golders' tidy Riley and an epic duel between the Austin 7s of Geoff Hare and John Kirby.

It was perhaps a mistake to give the under 1500 cc cars 40 a start in the 12 lap race, for the Melville and Geoghegan trophies. Not only did it hasten the onset of winner Peter Dodds leaping backmarkers among the slower large-capacity cars, but it made the race more difficult for spectators to follow. Peter, who manages to wind an over 5 ft 2 in frame into the tiny cockpit of his Brooklands Riley, was harried throughout the race by Martin Eyre's Ulster Austin 7 which was going magnificently while becoming increasingly dull-coloured through excursions into the rough as the driver short-cut the corner after the paddock. The most likely car to catch the flying under 1500s was Stuart Saunders' handsome T35 Bugatti but on the eighth lap he spun with a burst tyre after an excellent drive. Dick Smith's handsome Frazer Nash had a demon 4ED fitted specially for the occasion in an attempt to wrest back the Geoghegan Trophy for the chain-gang brigade but neither the car nor the driver succeeded in shaking off a slight hangover until four laps had passed and by then it was too late, although he was secure in third place overall, ahead of the

first of the over 1500s, Colin Johnstone's Lea Francis.

Bill Sant's Clyno won event three, a 10-lap handicap followed by Peter Black's Amilcar and John Philbrick's Austin 7 in the John Holland Memorial Trophy race. Ron Footitt had an easy win in his potent little Cognac Special—a GN chassis with a very highly tuned AC six-cylinder OHC motor—but the 20 laps took a toll on the competitors in the all pre-1931 race. First challenger was Johnstone's Leaf but it started to falter and retired. Then Nigel Arnold-Forster in Delage II engaged Martin Dean's T37A Bugatti and John Howell's used-looking Sunbeam Sports-racer in battle. This battle raged for a while until the Delage shed one of its huge beaded edge tyres entering the corner before the startline and retired leaving Dean to the attentions of Howell's leaping Sunbeam. At last the ebullient Howell passed and pulled away in the second half of the race in an obvious attempt to catch the Cognac Spl which was still in sight but Footitt had enough in hand to stay well out of reach to win what had been a walkover for him but a tremendous race for second place.

Geoff Coles took an early lead in the following 20-lap race for the Spero and Voiturette trophies, his replica of the Hamilton TT-winning J4 MG appearing uncatchable at first as he drew away from Peter Dodds' Riley. Fletcher-Jones' swift Rapier and Colin Tieche's replica J4. Unfortunately the second-place battle was broken up when Dodds had a conflict of lines with Mrs Skinner's almost veteran Singer which put both out of the race. And at this stage (almost halfway through the race), John Irish's Riley disem-bowelled itself in the middle of the corner. Martin Eyre's still autocrossing Ulster shed some apparently vital parts and the track suddenly seemed to have shed several of its occupants at once. Now it seemed a procession would develop but at three-quarters distance it became obvious that the flying J4 in the lead was being cursed and had slowed and as the last few laps ran out the red Rapier special with its pursuing green J4 closed relentlessly. Fletcher-Jones taking the lead with half a lap to go and Tieche just pipping the unhappy Geoff Coles on the line.

The pre-war all-comers Scratch race of 25 laps turned out to be another good race but again the bumps and unabated right-hand bends caused mechanical derangements. John Venables-Llewellyn's 2-litre ERA looked all set for a win and a battle for second was the most hoped for between Hamish Moffatt in

Nigel Arnold-Forster's ERA and Patrick Marsh's ERA. Certainly the 2-litre took an early lead but on the 12th lap Hamish was still very much in contention and outfumbled the blue 2-litre into Paddock to take the lead whilst Marsh's ERA lagged behind fluffing somewhat, although it seemed to cheer up later. Hamish was working hard and seemed disinclined to rest his motor car at all now that he was in front, whilst it soon became obvious that Venables-Llewellyn's car had suffered in its pre-selector gearbox and the car was being driven in one gear only. Hamish, by the time 20 laps were up, had his shirt up round his chest and smoke was ominously issuing from the red ERA's louvred bonnet, however it survived just long enough to blow up at least one piston as it crossed the line, followed by Venables-Llewellyn and Patrick Marsh. David Barber's SS100 was a valiant fourth, having got the better of Simon Phillips' very effective left-hooker 328 BMW. Keith Knight's Riley shed red-hot metal bits on the last lap, apparently bearing shells!

The following 10-lap scratch race for Vintage and PVT cars saw Iain Macdonald clinch his lead on points for the Brooklands Memorial Trophy with a sound win from Peter Cranage's 1934 pointed tail Magnette; Humphrey Collis followed home third in his Alvis Speed 20 25 special. The last two races of the day were both 10-lap handicaps, the first won by Simon Phillips in his pretty 328 BMW after a race-long duel with Peter Selwyn Smith's similar lhd car. Third was Peter Graham's superb Delage which was peppered for the whole race by Scott's very similar-looking Delahaye which made considerable attempts to get by using the grass. Mike Bowler's beautiful ex-Gillie Tyrer Mille Miglia 328 was a lonely fifth, a bit of a hand full on ancient Michelin X tyres. The last race saw a win for Cooper's "M" type MG from Chris Mann's 1924 Targa Florio Alfa.

ROBIN REW

Vintage and PVT cars up to 1990 cc (10 laps): 1, D. F. Fletcher-Jones (J4 Lea Francis), 70.81 mph, 2, L. J. Stretton (J4), 68.4 mph, 3, P. G. Coles (J4), 67.4 mph, 4, M. Eyre (Austin 7), 66.4 mph, 5, J. Kirby (Austin 7), 65.4 mph, 6, J. Philbrick (Austin 7), 64.4 mph, 7, J. Howell (Sunbeam Sports-racer), 63.4 mph, 8, J. Irish (Riley), 62.4 mph, 9, J. Tieche (J4), 61.4 mph, 10, J. Golders (Riley), 60.4 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7), 67.7 mph, 9, J. Howell (Sunbeam Sports-racer), 66.7 mph, 10, J. Irish (Riley), 65.7 mph. Class winners: G. Hare (Austin 7), 74.7 mph, 2, J. Kirby (Austin 7), 73.7 mph, 3, J. Philbrick (Austin 7), 72.7 mph, 4, J. Howell (Sunbeam Sports-racer), 71.7 mph, 5, J. Tieche (J4), 70.7 mph, 6, J. Golders (Riley), 69.7 mph, 7, J. Kirby (Austin 7), 68.7 mph, 8, J. Philbrick (Austin 7),

MALLORY PARK

Goodwin comes from the back to second

A meteoric drive from the back of the field by Dave Goodwin in the second of the three Formula 1200 races highlighted Coventry and Warwick MC's clubmen meeting at Mallory Park last Sunday.

Goodwin's Gremlin lined up in the middle of the front row of the grid and out dragged both Chris Bristow, in the Allan 3C and Paul Webb's Delapena Mk 1 off the line only to have the gearlever come away in his hand as he changed into fourth. The rest of the field streamed round him as he struggled to jam the lever back home and he continued in last place. By the fifth lap he had pulled back to fifth place and then began one of the most entertaining struggles of the day.



Goodwin (63) comes up to challenge Webb and Roberts (80)

By lap eight he had succeeded in overhauling Dick Miller's Mallock U2 for third place and set about catching Paul Webb, who had held second place from the start and race leader, Mick Roberts' Navajo.

An experienced campaigner at Mallory, the Northamptonshire driver had little trouble passing these two every lap into Gerards and the Essex. But giving away 200 cc he was unable to hold them down the straights. The lead changed time after time, but Roberts got the advantage along Stebbes Straight on the last lap and try as he might, Goodwin could not find a way past.

The two remaining Formula 1200 races saw the two pole position men, Angelo Farina in the Farina Dison and Mike Taylor in the Tetranychus Telarius Mk III romp home to predictable victories. Behind Farina a battle raged between Alan McBeath in the Gopher, Barry Foulds' Mallock U2 Mk 8 and Peter Lloyd's Nomad Mk 1D. Foulds retired on lap 11 and left Lloyd with second spot. Ron Sadler in the Centaur Mk 8 pressured McBeath and took third place four laps from the end.

Timothy Gath, whose Mallock U2 Mk 118 was second fastest in practice in the third Formula 1200 event, had a lonely race until the ninth lap when with several seconds in hand he made a mistake leaving the chicane and spun to a halt. The engine fired as Keith Messer's Messer Mk III and John Corboy's Mallock U2 Mk 8 raced into view and the three remained almost tied together until the last lap when Messer slowed dramatically allowing Corboy into third place even though he had sustained a five second penalty at the

The special saloon car race should have

proved an easy win for the Chrysler powered Bill Cox Capri. But it was not to be as Cox stopped on Stebbes Straight with no oil pressure and Ian Bax in the eight port big engined Mini went through to win. Jeff Ward in the 1-litre Imp slowed with a misfire on lap two, but got the bit between his teeth and began to close on Bax, lowering his own lap record by eight tenths of a second.

Former autocross driver, Graham Tilley in only his fifth track outing resolved his race long dice with Nigel Clark's bigger engined 1293 Mini at the Essex on the last lap and just held him off to the line. Tilley, who is a restorer at the Donington Museum rolled his car recently at Cadwell and this was only his second outing since the rebuild.

The combined modsports and clubman's race proved a real hard luck story for Barry Smith. Returning to Mallory with his U2 Mk 118 rebuilt after his shunt at the Essex in July Barry was sandwiched between Richard Groombridge on pole position with the Hustler CF 3A and Dave Pattle's U2 Mk 8B. Smith swept into the lead from the start and although hard-pushed looked like staying there until he was forced off line by a back marker coming out of the chicane and crossed the line backwards leaving the nose cone on the armco. Groombridge went on to win and Pattle, who has been promised a new car for next season by his sponsors, Martin Hall Steel Tubes, finished second.

The current leader of the Formula 4 Championship, Fergus Tait, scored an easy victory in this class with the Chevron B15/17. John Webb in the older Chevron B9 was a lonely second and Maurice Ogier in the Brabham BT28 just pipped Gavin Hooper's Lotus 89 to the finish. Hooper, who started from the back of the grid with a 5 s penalty carved his way through the field but an intermittent misfire prevented him taking third place.

The Formula Ford race, as always, provided the crowd with value for money with some close racing down the field although the eventual winner Glenn Eagling's Lotus 61, never looked in doubt. The engine of Terry Horrocks' Focus on pole position expired as the Union Jack came down and Eagling swept through from the second row to lead at Gerards. Keith Waters, in the Pallaser Sundown, provided more than his fair share of the excitement, spinning on two occasions at the exit to the chicane, the second time ploughing backwards into the lap tower much to the consternation of the officials.

Chris Choat in an FVA-engined Brabham BT30 looked an easy winner on paper for the libre race but had his work cut out to hold off Steve Jefferies' Merlyn Scholar and Robert Goodwin's Alexis Mk 15.

ANDY WRIGHT

Formula 1200, race A (15 laps): 1 Angelo Farina (Farina Dison) 10 m 29.8 s, 84.01 mph; 2 Peter Lloyd (Nomad Mk 1D) 10 m 31.2 s; 3 Ron Sadler (Centaur Mk 8) 10 m 32.2 s; 4 Paul Webb (Delapena Mk 1) 10 m 34.4 s; 5 89.14 mph.

Modified Sports Cars and Clubman's 1201 cc and over (15 laps): 1 Richard Groombridge (Hustler CF 3A) 9 m 17.3 s, 95.24 mph; 2 Dave Pattle (U2 Mk 8B) 9 m 39.8 s; 3 David B. White (Messer Mk 118) 9 m 44.1 s; 4 Raylen (U2) 9 m 45.5 mph.

Formula 4 (15 laps): 1 Fergus Tait (Chevron B15/17) 9 m 27.4 s, 94.84 mph; 2 John Webb (Chevron B9) 9 m 37.4 s; 3 Maurice Ogier (Brabham BT28) 9 m 37.5 s; 4 Gavin Hooper (Lotus 89) 9 m 38.2 s; 5 99.45 mph.

Formula 1200, race B (15 laps): 1 Mike Taylor (Tetranychus Telarius Mk III) 10 m 27.4 s, 84.7 mph; 2 David Goodwin (Gopher) 10 m 28.1 s; 3 Paul Webb (Delapena Mk 1) 10 m 34.4 s; 4 90.0 mph.

Formula 4 Ford (15 laps): 1 Glenn Eagling (Lotus 61) 9 m 26.8 s, 91.4 mph; 2 Chris Choat (Brabham BT30) 9 m 28.1 s; 3 Robert Goodwin (Alexis Mk 15) 9 m 31.5 s; 4 95.24 mph.

Special Saloon Cars (15 laps): 1 Ian Bax (1293 Mini) 10 m 4.6 s; 2 Jeff Ward (Imp) 10 m 9.4 s; 3 127.5 mph.

U2 1000 cc class (15 laps): 1 Keith Messer (Messer Mk III) 9 m 44.8 s; 2 John Corboy (Mallock U2 Mk 8) 9 m 45.1 s; 3 91.37 mph (record).

1001 cc and over: 1 Bill Cox (Capri) 9 m 45.5 mph; 2 91.37 mph.

Formula 1200, Race C (15 laps): 1 Mike Taylor (Tetranychus Telarius Mk III) 9 m 37.0 s, 95.54 mph; 2 Timothy Gath (Mallock U2 Mk 118) 9 m 40.2 s; 3 John Corboy (Mallock U2 Mk 8) 10 m 18.2 s; 4 90.75 mph.

Formula Libre Race (15 laps): 1 Christopher Choat (Brabham BT30) 9 m 38.8 s, 93.3 mph; 2 Steve Jefferies (Merlyn Scholar) 9 m 39.3 s; 3 Robert Goodwin (Alexis Mk 15) 9 m 37.4 s; 4 97.3 mph.

News...

● For the second year running, the Lightning Trophy Rally was won by Keith Watkinson/Jeff Smith (Thomas Motors of Blackpool Mexico). Second, by just one minute, after a phenomenally quick second half run were Geoff Whittaker/Mrs Mary Capstick in a 996 Imp. Starting from the Forton M6 Services the oversubscribed entry of 90 contained most of the local "notables" although some strange seedings were evident. The first half of the event was mainly confined to sheet 94 and was somewhat slackly timed, even the Trough of Bowland being cleaned by all the leading experts despite the antics of the "cowboy element" who must have undone much of the excellent PRO work done by LMSC.

1. K. Watkinson/J. Smith (Mex 101) 36 m; 2. G. Whittaker/Mrs M. Capstick (Imp) 37 m; 3. C. Whittaker/Mrs M. Capstick (Imp) 37 m; 4. L. Catterall/M. Capstick (Esport) 37 m; 5. P. Heaton/M. Jackson (Esport) 37 m; 6. R. Macleod/P. Ward (Esport) 37 m; 7. J. Chapman/M. Jones (Mexico) 37 m; 8. A. Cadogan/J. Jeffries (Volvo 142) 37 m; 9. D. Krupa/C. Jackson (VW Mini) 43.

● Bristol rally driver A. Butt and his Gillingham, Dorset, navigator D. Thomas won the Easter MC's Rally of the Moors last weekend in their Escort TC. On the 160 mile event which included two selectives in the second half they dropped 18 m 24 s to win by almost 4 m. Butt and Thomas were in the lead for most of the event for one of the favourites and current championship leader in the South Western series Bob Davis and Neil Arnold retired their Escort RS 1600 in the middle of the night when Arnold suffered travel sickness.

The selectives decided second and third spots and here J. Heyes/M. Barber in their Escort TC finished 4 m 3 s ahead of T. Nicholas/T. Green in a similar car.

1. A. Butt/D. Thomas (Escort TC) 18 m 14 s; 2. J. Heyes/M. Barber (Escort TC) 22 m 2 s; 3. T. Nicholas/T. Green (Escort TC) 23 m 5 s; 4. I. Reed/R. Bax (Ford Fiesta) 25 m 30 s; 5. J. Chapman/M. Jones (Mexico) 31 m 34 s; 6. A. Cadogan/J. Jeffries (Volvo 142) 33 m 44 s.

● With over £200 in prize money, this Sunday's Curborough sprint organised by the Shenstone & DCC should provide plenty of close competition with Roy Lane's McLaren heading the entry list. The meeting starts at 2 pm.

● Drag racing fans have their big weekend at Santa Pod this Saturday and Sunday. It's the big International European Grand Prix drag meeting where all the season long battles will be renewed with a vengeance. The action starts around 1.30 pm on both days.

● Another round in the Castrol/BARC Hill-climb Championship takes place at the Welsh venue of Pontypool this Sunday. Organised by the South Wales centre of the BARC, it starts at 2.15 pm.

● Neil Dineen was an unhappy man at Cadwell on Sunday. The joint overall leader of the MCD championship found himself as a reserve when the entries were published, for rather than wait until the closing date before accepting entries, the Northern centre of the BRSCC accepted them as they came in. On objecting to his exclusion from the entry, Dineen was assured of a race, and duly set off for Cadwell with a borrowed car to continue his championship bid.

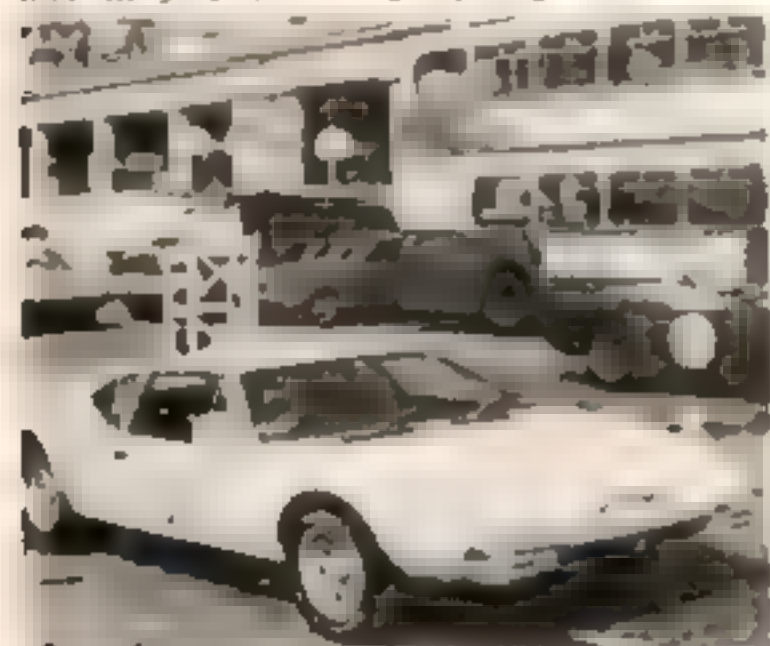
On attempting to practise, he was told there were too many cars on the circuit already and was asked to wait. Arrangement was then made for all reserves to race with one of the production saloon car rounds which seemed a good idea, except that Dineen and other reserves still wouldn't be in a championship race. Dineen then secured the agreement of all other 850 competitors to race in the one race with production saloons, allowing other special saloon reserves to race with their classes. This arrangement was allegedly scuppered by a championship rival and Dineen went home disgusted, and rather broke.

BRIGHTON

Varied entry

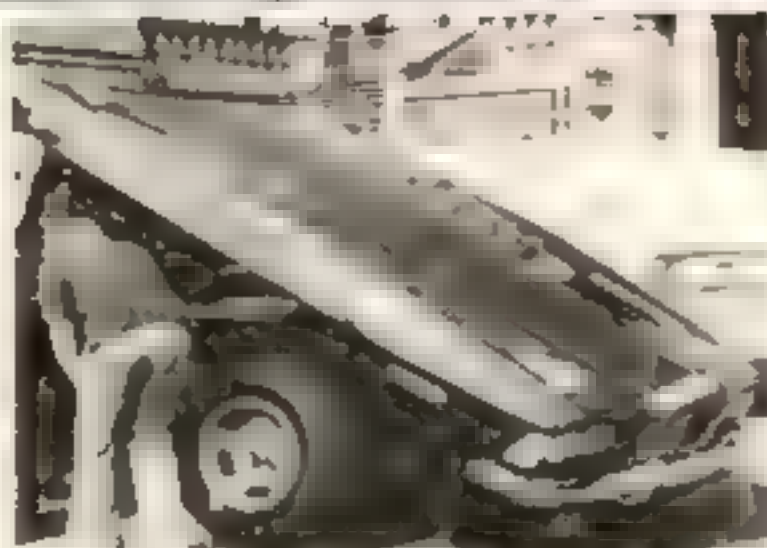
The old ladies on Brighton seafront closed their curtains to the howl of overrevved vee 12s and the screech of burning rubber as the Speed Trials got underway again this year. A beautiful September day brought out thousands to watch everything from 27 litres of Merlin-powered Rolls-Royce to 125 cc of Yamaha, from 1928 Bentley to brand new Ferrari Dino hammering down the measured kilo of Marine Drive.

Practice runs ended at 11.30 and after a short delay while an unentered dog took the kilo in a shade under four minutes proceedings got underway. The first two away in the Brighton and Hove handicap class, in DUF 3 and 3 DUF, Escort and Stag respectively, were Mr and Mrs Johnstone, followed sedately by Baker's 6½ litre Bentley. Most popular car in this event was of course Dodd's massive 27 litre Rolls which left a cloud of black smoke while turning over the kilo in just over 26 s on this run.



Sedate start for Holmes' Panther.

The following three events saw some immaculately finished production cars, especially Clarke's Mini. Contrasting this was Dodd's second car which is quite possibly the most battered standard Rolls Royce on the road today. Cuff Miller's Escort 1600 made a



A large bonnet for the 27-litre Merlin powered Rolls-Royce

very good time of 26.02 s over the course. Highlights of the GT heats were the lovely Miss Shore in her 47 litre Cobra and the Tillers in their Allard, which appeared to be having some difficulty holding a straight course thanks to its astounding acceleration.

The standing kilo time was dropping below 23 seconds—Danny's GT 40 in a spectacular 22.5 s—as we got to the racing car stage. Wes Hardman, true gentleman that he is, allowed his wife to take his run in this event in the "shopping car"—a brand new Porsche 911T—and considering she still had the shopping in the back, made a very respectable get-

The motorbikes proved a spectacular penultimate event with Alan Clarke's 500 Triumph Twin crossing the line at 20.78 s. Production bikes were beautifully turned out, Ron Geary presenting a good time on his Triumph Tiger 120, and Andy Firth certainly knocking the four wheelers for six on his Kawasaki 750.

Final event of the day was the one for which the crowds had been waiting—the dragsters. Bishop's tiny minivan packing a mighty 3.8 Jag engine was unable to perform to its full capacity owing to weak belt shafts while the Custom Car Ford had drive problems. Quartermaster's Mr Six, after its 50 mph push start and a spectacular bleat out, took the quarter mile in 7.69 s at a terminal speed of somewhere around 200 mph, having left the ground four times en route!

Nothing being left to follow this ear-splitting event, the sunburned and weary crowds quietly left for their respective homes.

CASTROL AUTOTEST

It's Smith again

On a day when marker hashing seemed to be the vogue—and this included most of the top men—Trevor Smith put up yet another BT0 and Phil Darbyshire enhanced his chances of winning the Mini class overall at the Loughborough CC's round of the Castrol/BT&RDA Autotest Championship organised on a large car park at Rolls-Royce, Derby, last Sunday.

Smith, in his Sprite, again swept the opposition aside with consummate ease to win in 66.59 s for the 16 tests while Darbyshire (1275 GT) finished second overall and an easy winner of his class on 89.50 s, despite collecting a penalty. Darbyshire now has a two point lead over John Larkin who finished second in the ex-George Holland 1275 GT which he has just purchased Larkin's time of 718.3 s including two penalties, the same as Stuart Taylor (1275 GT) who was third on 738.3 s.

After being in contention early on in this class Roger Frupp retired his Mini with transmission problems at about half distance but Peter Ballance in a similar car, struggled manfully to take fourth despite the handicap of a couple of broken toes sustained the day before.

The small capacity sports class went to Dick Squire's Sprite on 720.4 s, streets ahead of Ray Webb's smaller engined Sprite and the bigger capacity class was cleaned up by the supercharged Sprite of Cliff Robinson who returned 706.3 s to beat Len Gibson (Sprite), by 25 s. David Tearle (Mini) collected more valuable points towards a class win in the Silver Star championship when he beat Malcolm Clark (Mini) by 17 s which included one penalty.

The big saloon class produced yet another win for Peter Noad in the VW who beat Tony Hunt (Mexico) by 17 s despite the pair of them collecting penalties but poor John Calton (Mexico) had a shocking time collecting four penalties on his way to a disappointing third.

In the RAC Championship Smith leads with 90 pts, Noad is second on 87 pts, Hunt has 78 pts and Darbyshire and Larkin are jointly in fourth place on 73 pts.

BT0: T. Smith (Sprite) 66.59 s. Class winners: D. Tearle (M) 720.4 s, P. Darbyshire (1275 GT) 89.50 s, D. Squire (Sprite) 720.4 s, C. Robinson (Sprite) 706.3 s. P. Webb (M) 722.3 s.

● The best racing of the season so far—this was the verdict after Bank Holiday's Texaco sponsored meeting at Bishopscourt, Ireland's best circuit was favoured with ideal weather, a good entry, a new outright circuit lap record, several class lap records and some very close finishes. John Pollock had a superb win in the libre race in what was the oldest car with the least powerful engine in the field. Pollock's effort earned him the Shaw Tyre Trophy for the Driver of the Day.

Cubman's Racing Cars (10 laps) 1. Mike Martin 14 m 42.4 s, 87.30 mph 2. Harold McGarrity 14 m 43.0 s, 86.80 mph 3. Maudie Strang 14 m 43.5 s, 86.30 mph 4. Maudie Strang 14 m 44.0 s, 85.80 mph 5. Maudie Strang 14 m 44.5 s, 85.30 mph 6. Maudie Strang 14 m 45.0 s, 84.80 mph 7. Maudie Strang 14 m 45.5 s, 84.30 mph 8. Maudie Strang 14 m 46.0 s, 83.80 mph 9. Maudie Strang 14 m 46.5 s, 83.30 mph 10. Maudie Strang 14 m 47.0 s, 82.80 mph 11. Maudie Strang 14 m 47.5 s, 82.30 mph 12. Maudie Strang 14 m 48.0 s, 81.80 mph 13. Maudie Strang 14 m 48.5 s, 81.30 mph 14. Maudie Strang 14 m 49.0 s, 80.80 mph 15. Maudie Strang 14 m 49.5 s, 80.30 mph 16. Maudie Strang 14 m 50.0 s, 79.80 mph 17. Maudie Strang 14 m 50.5 s, 79.30 mph 18. Maudie Strang 14 m 51.0 s, 78.80 mph 19. Maudie Strang 14 m 51.5 s, 78.30 mph 20. Maudie Strang 14 m 52.0 s, 77.80 mph 21. Maudie Strang 14 m 52.5 s, 77.30 mph 22. Maudie Strang 14 m 53.0 s, 76.80 mph 23. Maudie Strang 14 m 53.5 s, 76.30 mph 24. Maudie Strang 14 m 54.0 s, 75.80 mph 25. Maudie Strang 14 m 54.5 s, 75.30 mph 26. Maudie Strang 14 m 55.0 s, 74.80 mph 27. Maudie Strang 14 m 55.5 s, 74.30 mph 28. Maudie Strang 14 m 56.0 s, 73.80 mph 29. Maudie Strang 14 m 56.5 s, 73.30 mph 30. Maudie Strang 14 m 57.0 s, 72.80 mph 31. Maudie Strang 14 m 57.5 s, 72.30 mph 32. Maudie Strang 14 m 58.0 s, 71.80 mph 33. Maudie Strang 14 m 58.5 s, 71.30 mph 34. Maudie Strang 14 m 59.0 s, 70.80 mph 35. Maudie Strang 14 m 59.5 s, 70.30 mph 36. Maudie Strang 14 m 60.0 s, 69.80 mph 37. Maudie Strang 14 m 60.5 s, 69.30 mph 38. Maudie Strang 14 m 61.0 s, 68.80 mph 39. Maudie Strang 14 m 61.5 s, 68.30 mph 40. Maudie Strang 14 m 62.0 s, 67.80 mph 41. Maudie Strang 14 m 62.5 s, 67.30 mph 42. Maudie Strang 14 m 63.0 s, 66.80 mph 43. Maudie Strang 14 m 63.5 s, 66.30 mph 44. Maudie Strang 14 m 64.0 s, 65.80 mph 45. Maudie Strang 14 m 64.5 s, 65.30 mph 46. Maudie Strang 14 m 65.0 s, 64.80 mph 47. Maudie Strang 14 m 65.5 s, 64.30 mph 48. Maudie Strang 14 m 66.0 s, 63.80 mph 49. Maudie Strang 14 m 66.5 s, 63.30 mph 50. Maudie Strang 14 m 67.0 s, 62.80 mph 51. Maudie Strang 14 m 67.5 s, 62.30 mph 52. Maudie Strang 14 m 68.0 s, 61.80 mph 53. Maudie Strang 14 m 68.5 s, 61.30 mph 54. Maudie Strang 14 m 69.0 s, 60.80 mph 55. Maudie Strang 14 m 69.5 s, 60.30 mph 56. Maudie Strang 14 m 70.0 s, 59.80 mph 57. Maudie Strang 14 m 70.5 s, 59.30 mph 58. Maudie Strang 14 m 71.0 s, 58.80 mph 59. Maudie Strang 14 m 71.5 s, 58.30 mph 60. Maudie Strang 14 m 72.0 s, 57.80 mph 61. Maudie Strang 14 m 72.5 s, 57.30 mph 62. Maudie Strang 14 m 73.0 s, 56.80 mph 63. Maudie Strang 14 m 73.5 s, 56.30 mph 64. Maudie Strang 14 m 74.0 s, 55.80 mph 65. Maudie Strang 14 m 74.5 s, 55.30 mph 66. Maudie Strang 14 m 75.0 s, 54.80 mph 67. Maudie Strang 14 m 75.5 s, 54.30 mph 68. Maudie Strang 14 m 76.0 s, 53.80 mph 69. Maudie Strang 14 m 76.5 s, 53.30 mph 70. Maudie Strang 14 m 77.0 s, 52.80 mph 71. Maudie Strang 14 m 77.5 s, 52.30 mph 72. Maudie Strang 14 m 78.0 s, 51.80 mph 73. Maudie Strang 14 m 78.5 s, 51.30 mph 74. Maudie Strang 14 m 79.0 s, 50.80 mph 75. Maudie Strang 14 m 79.5 s, 50.30 mph 76. Maudie Strang 14 m 80.0 s, 49.80 mph 77. Maudie Strang 14 m 80.5 s, 49.30 mph 78. Maudie Strang 14 m 81.0 s, 48.80 mph 79. Maudie Strang 14 m 81.5 s, 48.30 mph 80. Maudie Strang 14 m 82.0 s, 47.80 mph 81. Maudie Strang 14 m 82.5 s, 47.30 mph 82. Maudie Strang 14 m 83.0 s, 46.80 mph 83. Maudie Strang 14 m 83.5 s, 46.30 mph 84. Maudie Strang 14 m 84.0 s, 45.80 mph 85. Maudie Strang 14 m 84.5 s, 45.30 mph 86. Maudie Strang 14 m 85.0 s, 44.80 mph 87. Maudie Strang 14 m 85.5 s, 44.30 mph 88. Maudie Strang 14 m 86.0 s, 43.80 mph 89. Maudie Strang 14 m 86.5 s, 43.30 mph 90. Maudie Strang 14 m 87.0 s, 42.80 mph 91. Maudie Strang 14 m 87.5 s, 42.30 mph 92. Maudie Strang 14 m 88.0 s, 41.80 mph 93. Maudie Strang 14 m 88.5 s, 41.30 mph 94. Maudie Strang 14 m 89.0 s, 40.80 mph 95. Maudie Strang 14 m 89.5 s, 40.30 mph 96. Maudie Strang 14 m 90.0 s, 39.80 mph 97. Maudie Strang 14 m 90.5 s, 39.30 mph 98. Maudie Strang 14 m 91.0 s, 38.80 mph 99. Maudie Strang 14 m 91.5 s, 38.30 mph 100. Maudie Strang 14 m 92.0 s, 37.80 mph 101. Maudie Strang 14 m 92.5 s, 37.30 mph 102. Maudie Strang 14 m 93.0 s, 36.80 mph 103. Maudie Strang 14 m 93.5 s, 36.30 mph 104. Maudie Strang 14 m 94.0 s, 35.80 mph 105. Maudie Strang 14 m 94.5 s, 35.30 mph 106. Maudie Strang 14 m 95.0 s, 34.80 mph 107. Maudie Strang 14 m 95.5 s, 34.30 mph 108. Maudie Strang 14 m 96.0 s, 33.80 mph 109. Maudie Strang 14 m 96.5 s, 33.30 mph 110. Maudie Strang 14 m 97.0 s, 32.80 mph 111. Maudie Strang 14 m 97.5 s, 32.30 mph 112. Maudie Strang 14 m 98.0 s, 31.80 mph 113. Maudie Strang 14 m 98.5 s, 31.30 mph 114. Maudie Strang 14 m 99.0 s, 30.80 mph 115. Maudie Strang 14 m 99.5 s, 30.30 mph 116. Maudie Strang 14 m 100.0 s, 29.80 mph 117. Maudie Strang 14 m 100.5 s, 29.30 mph 118. Maudie Strang 14 m 101.0 s, 28.80 mph 119. Maudie Strang 14 m 101.5 s, 28.30 mph 120. Maudie Strang 14 m 102.0 s, 27.80 mph 121. Maudie Strang 14 m 102.5 s, 27.30 mph 122. Maudie Strang 14 m 103.0 s, 26.80 mph 123. Maudie Strang 14 m 103.5 s, 26.30 mph 124. Maudie Strang 14 m 104.0 s, 25.80 mph 125. Maudie Strang 14 m 104.5 s, 25.30 mph 126. Maudie Strang 14 m 105.0 s, 24.80 mph 127. Maudie Strang 14 m 105.5 s, 24.30 mph 128. Maudie Strang 14 m 106.0 s, 23.80 mph 129. Maudie Strang 14 m 106.5 s, 23.30 mph 130. Maudie Strang 14 m 107.0 s, 22.80 mph 131. Maudie Strang 14 m 107.5 s, 22.30 mph 132. Maudie Strang 14 m 108.0 s, 21.80 mph 133. Maudie Strang 14 m 108.5 s, 21.30 mph 134. Maudie Strang 14 m 109.0 s, 20.80 mph 135. Maudie Strang 14 m 109.5 s, 20.30 mph 136. Maudie Strang 14 m 110.0 s, 19.80 mph 137. Maudie Strang 14 m 110.5 s, 19.30 mph 138. Maudie Strang 14 m 111.0 s, 18.80 mph 139. Maudie Strang 14 m 111.5 s, 18.30 mph 140. Maudie Strang 14 m 112.0 s, 17.80 mph 141. Maudie Strang 14 m 112.5 s, 17.30 mph 142. Maudie Strang 14 m 113.0 s, 16.80 mph 143. Maudie Strang 14 m 113.5 s, 16.30 mph 144. Maudie Strang 14 m 114.0 s, 15.80 mph 145. Maudie Strang 14 m 114.5 s, 15.30 mph 146. Maudie Strang 14 m 115.0 s, 14.80 mph 147. Maudie Strang 14 m 115.5 s, 14.30 mph 148. Maudie Strang 14 m 116.0 s, 13.80 mph 149. Maudie Strang 14 m 116.5 s, 13.30 mph 150. Maudie Strang 14 m 117.0 s, 12.80 mph 151. Maudie Strang 14 m 117.5 s, 12.30 mph 152. Maudie Strang 14 m 118.0 s, 11.80 mph 153. Maudie Strang 14 m 118.5 s, 11.30 mph 154. Maudie Strang 14 m 119.0 s, 10.80 mph 155. Maudie Strang 14 m 119.5 s, 10.30 mph 156. Maudie Strang 14 m 120.0 s, 9.80 mph 157. Maudie Strang 14 m 120.5 s, 9.30 mph 158. Maudie Strang 14 m 121.0 s, 8.80 mph 159. Maudie Strang 14 m 121.5 s, 8.30 mph 160. Maudie Strang 14 m 122.0 s, 7.80 mph 161. Maudie Strang 14 m 122.5 s, 7.30 mph 162. Maudie Strang 14 m 123.0 s, 6.80 mph 163. Maudie Strang 14 m 123.5 s, 6.30 mph 164. Maudie Strang 14 m 124.0 s, 5.80 mph 165. Maudie Strang 14 m 124.5 s, 5.30 mph 166. Maudie Strang 14 m 125.0 s, 4.80 mph 167. Maudie Strang 14 m 125.5 s, 4.30 mph 168. Maudie Strang 14 m 126.0 s, 3.80 mph 169. Maudie Strang 14 m 126.5 s, 3.30 mph 170. Maudie Strang 14 m 127.0 s, 2.80 mph 171. Maudie Strang 14 m 127.5 s, 2.30 mph 172. Maudie Strang 14 m 128.0 s, 1.80 mph 173. Maudie Strang 14 m 128.5 s, 1.30 mph 174. Maudie Strang 14 m 129.0 s, 0.80 mph 175. Maudie Strang 14 m 129.5 s, 0.30 mph 176. Maudie Strang 14 m 130.0 s, 0.80 mph 177. Maudie Strang 14 m 130.5 s, 0.30 mph 178. Maudie Strang 14 m 131.0 s, 0.80 mph 179. Maudie Strang 14 m 131.5 s, 0.30 mph 180. Maudie Strang 14 m 132.0 s, 0.80 mph 181. Maudie Strang 14 m 132.5 s, 0.30 mph 182. Maudie Strang 14 m 133.0 s, 0.80 mph 183. Maudie Strang 14 m 133.5 s, 0.30 mph 184. Maudie Strang 14 m 134.0 s, 0.80 mph 185. Maudie Strang 14 m 134.5 s, 0.30 mph 186. Maudie Strang 14 m 135.0 s, 0.80 mph 187. Maudie Strang 14 m 135.5 s, 0.30 mph 188. Maudie Strang 14 m 136.0 s, 0.80 mph 189. Maudie Strang 14 m 136.5 s, 0.30 mph 190. Maudie Strang 14 m 137.0 s, 0.80 mph 191. Maudie Strang 14 m 137.5 s, 0.30 mph 192. Maudie Strang 14 m 138.0 s, 0.80 mph 193. Maudie Strang 14 m 138.5 s, 0.30 mph 194. Maudie Strang 14 m 139.0 s, 0.80 mph 195. Maudie Strang 14 m 139.5 s, 0.30 mph 196. Maudie Strang 14 m 140.0 s, 0.80 mph 197. Maudie Strang 14 m 140.5 s, 0.30 mph 198. Maudie Strang 14 m 141.0 s, 0.80 mph 199. Maudie Strang 14 m 141.5 s, 0.30 mph 200. Maudie Strang 14 m 142.0 s, 0.80 mph 201. Maudie Strang 14 m 142.5 s, 0.30 mph 202. Maudie Strang 14 m 143.0 s, 0.80 mph 203. Maudie Strang 14 m 143.5 s, 0.30 mph 204. Maudie Strang 14 m 144.0 s, 0.80 mph 205. Maudie Strang 14 m 144.5 s, 0.30 mph 206. Maudie Strang 14 m 145.0 s, 0.80 mph 207. Maudie Strang 14 m 145.5 s, 0.30 mph 208. Maudie Strang 14 m 146.0 s, 0.80 mph 209. Maudie Strang 14 m 146.5 s, 0.30 mph 210. Maudie Strang 14 m 147.0 s, 0.80 mph 211. Maudie Strang 14 m 147.5 s, 0.30 mph 212. Maudie Strang 14 m 148.0 s, 0.80 mph 213. Maudie Strang 14 m 148.5 s, 0.30 mph 214. Maudie Strang 14 m 149.0 s, 0.80 mph 215. Maudie Strang 14 m 149.5 s, 0.30 mph 216. Maudie Strang 14 m 150.0 s, 0.80 mph 217. Maudie Strang 14 m 150.5 s, 0.30 mph 218. Maudie Strang 14 m 151.0 s, 0.80 mph 219. Maudie Strang 14 m 151.5 s, 0.30 mph 220. Maudie Strang 14 m 152.0 s, 0.80 mph 221. Maudie Strang 14 m 152.5 s, 0.30 mph 222. Maudie Strang 14 m 153.0 s, 0.80 mph 223. Maudie Strang 14 m 153.5 s, 0.30 mph 224. Maudie Strang 14 m 154.0 s, 0.80 mph 225. Maudie Strang 14 m 154.5 s, 0.30 mph 226. Maudie Strang 14 m 155.0 s, 0.80 mph 227. Maudie Strang 14 m 155.5 s, 0.30 mph 228. Maudie Strang 14 m 156.0 s, 0.80 mph 229. Maudie Strang 14 m 156.5 s, 0.30 mph 230. Maudie Strang 14 m 157.0 s, 0.80 mph 231. Maudie Strang 14 m 157.5 s, 0.30 mph 232. Maudie Strang 14 m 158.0 s, 0.80 mph 233. Maudie Strang 14 m 158.5 s, 0.30 mph 234. Maudie Strang 14 m 159.0 s, 0.80 mph 235. Maudie Strang 14 m 159.5 s, 0.30 mph 236. Maudie Strang 14 m 160.0 s, 0.80 mph 237. Maudie Strang 14 m 160.5 s, 0.30 mph 238. Maudie Strang 14 m 161.0 s, 0.80 mph 239. Maudie Strang 14 m 161.5 s, 0.30 mph 240. Maudie Strang 14 m 162.0 s, 0.80 mph 241. Maudie Strang 14 m 162.5 s, 0.30 mph 242. Maudie Strang 14 m 163.0 s, 0.80 mph 243. Maudie Strang 14 m 163.5 s, 0.30 mph 244. Maudie Strang 14 m 164.0 s, 0.80 mph 245. Maudie Strang 14 m 164.5 s, 0.30 mph 246. Maudie Strang 14 m 165.0 s, 0.80 mph 247. Maudie Strang 14 m 165.5 s, 0.30 mph 248. Maudie Strang 14 m 166.0 s, 0.80 mph 249. Maudie Strang 14 m 166.5 s, 0.30 mph 250. Maudie Strang 14 m 167.0 s, 0.80 mph 251. Maudie Strang 14 m 167.5 s, 0.30 mph 252. Maudie Strang 14 m 168.0 s, 0.80 mph 253. Maudie Strang 14 m 168.5 s, 0.30 mph 254. Maudie Strang 14 m 169.0 s, 0.80 mph 255. Maudie Strang 14 m 169.5 s, 0.30 mph 256. Maudie Strang 14 m 170.0 s, 0.80 mph 257. Maudie Strang 14 m 170.5 s, 0.30 mph 258. Maudie Strang 14 m 171.0 s, 0.80 mph 259. Maudie Strang 14 m 171.5 s, 0.30 mph 260. Maudie Strang 14 m 172.0 s, 0.80 mph 261. Maudie Strang 14 m 172.5 s, 0.30 mph 262. Maudie Strang 14 m 173.0 s, 0.80 mph 263. Maudie Strang 14 m 173.5 s, 0.30 mph 264. Maudie Strang 14 m 174.0 s, 0.80 mph 265. Maudie Strang 14 m 174.5 s, 0.30 mph 266. Maudie Strang 14 m 175.0 s, 0.80 mph 267. Maudie Strang 14 m 175.5 s, 0.30 mph 268. Maudie Strang 14 m 176.0 s, 0.80 mph 269. Maudie Strang 14 m 176.5 s, 0.30 mph 270. Maudie Strang 14 m 177.0 s, 0.80 mph 271. Maudie Strang 14 m 177.5 s, 0.30 mph 272. Maudie Strang 14 m 178.0 s, 0.80 mph 273. Maudie Strang 14 m 178.5 s, 0.30 mph 274. Maudie Strang 14 m 179.0 s, 0.80 mph 275. Maudie Strang 14 m 179.5 s, 0.30 mph 276. Maudie Strang 14 m 180.0 s, 0.80 mph 277. Maudie Strang 14 m 180.5 s, 0.30 mph 278. Maudie Strang 14 m 181.0 s, 0.80 mph 279. Maudie Strang 14 m 181.5 s, 0.30 mph 280. Maudie Strang 14 m 182.0 s, 0.80 mph 281. Maudie Strang 14 m 182.5 s, 0.30 mph 282. Maudie Strang 14 m 183.0 s, 0.80 mph 283. Maudie Strang 14 m 183.5 s, 0.30 mph 284. Maudie Strang 14 m 184.0 s, 0.80 mph 285. Maudie Strang 14 m 184.5 s, 0.30 mph 286. Maudie Strang 14 m 185.0 s, 0.80 mph 287. Maudie Strang 14 m 185.5 s, 0.30 mph 288. Maudie Strang 14 m 186.0 s, 0.80 mph 289. Maudie Strang 14 m 186.5 s, 0.30 mph 290. Maudie Strang 14 m 187.0 s, 0.80 mph 291. Maudie Strang 14 m 187.5 s, 0.30 mph 292. Maudie Strang 14 m 188.0 s, 0.80 mph 293. Maudie Strang 14 m 188.5 s, 0.30 mph 294. Maudie Strang 14 m 189.0 s, 0.80 mph 295. Maudie Strang 14 m 189.5 s, 0.30 mph 296. Maudie Strang 14 m 190.0 s, 0.80 mph 297. Maudie Strang 14 m 190.5 s, 0.30 mph 298. Maudie Strang 14 m 191.0 s, 0.80 mph 299. Maudie Strang 14 m 191.5 s, 0.30 mph 300. Maudie Strang 14 m 192.0 s, 0.80 mph 301. Maudie Strang 14 m 192.5 s, 0.30 mph 302. Maudie Strang 14 m 193.0 s, 0.80 mph 303. Maudie Strang 14 m 193.5 s, 0.30 mph 304. Maudie Strang 14 m 194.0 s, 0.80 mph 305. Maudie Strang 14 m 194.5 s, 0.30 mph 306. Maudie Strang 14 m 195.0 s, 0.80 mph 307. Maudie Strang 14 m 195.5 s, 0.30 mph 308. Maudie Strang 14 m 196.0 s, 0.80 mph 309. Maudie Strang 14 m 196.5 s, 0.30 mph 310. Maudie Strang 14 m 197.0 s, 0.80 mph 311. Maudie Strang 14 m 197.5 s, 0.30 mph 312. Maudie Strang 14 m 198.0 s, 0.80 mph 313. Maudie Strang 14 m 198.5 s, 0.30 mph 314. Maudie Strang 14 m 199.0 s, 0.80 mph 315. Maudie Strang 14 m 199.5 s, 0.30 mph 316. Maudie Strang 14 m 200.0 s, 0.80 mph 317. Maudie Strang 14 m 200.5 s, 0.30 mph 318. Maudie Strang 14 m 201.0 s, 0.80 mph 319. Maudie Strang 14 m 201.5 s, 0.30 mph 320. Maudie Strang 14 m 202.0 s, 0.80 mph 321. Maudie Strang 14 m 202.5 s, 0.30 mph 322. Maudie Strang 14 m 203.0 s, 0.80 mph 323. Maudie Strang 14 m 203.5 s, 0.30 mph 324. Maudie Strang 14 m 204.0 s, 0.80 mph 325. Maudie Strang 14 m 204.5 s, 0.30 mph 326. Maudie Strang 14 m 205.0 s, 0.80 mph 327. Maudie Strang 14 m 205.5 s, 0.30 mph 328. Maudie Strang 14 m 206.0 s, 0.80 mph 329. Maudie Strang 14 m 206.5 s, 0.30 mph 330. Maudie Strang 14 m 207.0 s, 0.80 mph 331. Maudie Strang 14 m 207.5 s, 0.30 mph 332. Maudie Strang 14 m 208.0 s, 0.80 mph 333. Maudie Strang 14 m 208.5 s, 0.30 mph 334. Maudie Strang 14 m 209.0 s, 0.80 mph 335. Maudie Strang 14 m 209.5 s, 0.30 mph 336. Maudie Strang 14 m 210.0 s, 0.80 mph 337. Maudie Strang 14 m 210.5 s, 0.30 mph 338. Maudie Strang 14 m 211.0 s, 0.80 mph 339. Maudie Strang 14 m 211.5 s, 0.30 mph 340. Maudie Strang 14 m 212.0 s, 0.80 mph 341. Maudie Strang 14 m 212.5 s, 0.30 mph 342. Maudie Strang 14 m 213.0 s, 0.80 mph 343. Maudie Strang 14 m 213.5 s, 0.30 mph 344. Maudie Strang 14 m 214.0 s, 0.80 mph 345. Maudie Strang 14 m 214.5 s, 0.30 mph 346. Maudie Strang 14 m 215.0 s, 0.80 mph 347. Maudie Strang 14 m 215.5 s, 0.30 mph 348. Maudie Strang 14 m 216.0 s, 0.80 mph 349. Maudie Strang 14 m 216.5 s, 0.30 mph 350. Maudie Strang 14 m 217.0 s, 0.80 mph 351. Maudie Strang 14 m 217.5 s, 0.30 mph 352. Maudie Strang 14 m 218.0 s, 0.80 mph 353. Maudie Strang 14 m 218.5 s, 0.30 mph 354. Maudie Strang 14 m 219.0 s, 0.80 mph 355. Maudie Strang 14 m 219.5 s, 0.30 mph 356. Maudie Strang 14 m 220.0 s, 0.80 mph 357. Maudie Strang 14 m 220.5 s, 0.30 mph 358. Maudie Strang 14 m 221.0 s, 0.80 mph 359. Maudie Strang 14 m 221.5 s, 0.30 mph 360. Maudie Strang 14

LONG MARSTON

Conditions keep times down

The West Midlands got its first taste of drag racing on Sunday, with the fifth round of the RAC/Castrol championship held at Long Marston and, once again, the highlight of the meet was the Pro-Fuel battle between Skilton and Priddle, with the added threat of Roland Pratt in the Accies and Pollock car. As has been the case at all previous rounds bar Silverstone, the traction left a lot to be desired, and this, coupled with a rather bumpy and dusty (despite sweeping) surface, kept the times down all round.

Skilton was first out to qualify—went up in smoke initially, took it easy, then got moving to clock a good 7.8s at 180 mph as he got the hang of the surface. Roly Pratt had been out just prior to this, but split the blower belt on the burn-out, the funny thing being that half of it stayed on and continued to drive the blower, whilst Mike Derry waved the other half in front of the puzzled driver, whose engine was still sounding as strong as ever behind him! No one could recall having a belt break in this fashion before, but after shutting off, a new belt was soon fitted, and this time it stayed on as Roly blasted through in 8.27 s at 179 mph, followed shortly by Dennis Priddle, fresh from the Brighton speed trials with the 208 car to a very smoky 8.27 s, shutting off and coasting to a mere 130 mph.

The first round of the "round-robin" competition pitted the big two against each other again, with Dennis out for revenge. But again it was Clive out first with a perfectly judged start, Dennis again smoking wildly up the strip after him, and possibly having the worst of the bumps. But even so, it was perhaps significant that the rear-engined car made better use of the available grip to record an impressive 7.2 s at 208 mph to Priddle's 8.2 s. Next time out, Dennis faced Roland, and judged his start better with another smoky 7.9 s at 164 mph as Roland came after him with a quicker 7.5 s at 187 mph, but catching up just too late. Rounding out the day's event, the two rear-engined cars faced each other again, with Roland again pulling off the surprise of the meet by beating the more experienced Skilton with a classic example of the "hole-shot", nearly four tenths slower at 7.69 s/190 mph to 7.35 s/206 mph, but away at the all-important start first. But with Clive having consistently been fastest, and having recorded lowest ET of the day, the



Skilton (nearest camera) and Pratt were closely matched on the bumpy long Marston course

overall win went to him, despite each of the three having won a round.

The rest of the action in the Top dragster field was really very good, again with times a bit off the usual pace, but some very close and thrilling races amongst the growing numbers of injected V8s, plus of course John Whitmore and the blown 1300 BMC car. After Rex Prior, Derek Benbow and Mike Freulein in the fabulous sounding F5000 engined "Topolino" rail had fallen, Ray Hoare and Whitmore came into the final together yet again, and this time it was Ray Hoare's turn to win as he got the 302 Chevy really wound up to a 189 mph run in 9.53s to Whitmore's 10.1s at 118 mph—way off his best time.

Similarly running well was the Senior Comp class, with Rob Spence taking the injected 302 Avenger through to beat New England's rather sick sounding "Hustler" after England had pipped Dick Sharpe's Pontiac/A35. Spence's winning time was a creditable 11.4 s at 123 mph. The two big funnies of Shaver and Churchill both had considerable trouble with the track, and after qualifying and three runs against each other, it was only on the last run that Shaver was able to get back into the nine's as he got the car going in the right direction to a 9.98 s at 132 mph, Churchill having trouble and running in the 11-12 s range each time.

Pro Stock had four entries, the biggest surprise being the appearance of Kevin Pilling in Pete Bennet's new Nova. Pilling had found his rear end trouble to be even worse than at first obvious at the previous meeting, and judging from the state of the pinion gear he was displaying proudly in the pits, he had been lucky to get anywhere with it. Meanwhile, Bennet broke a rod whilst warming the car up a couple of days before the meeting, so collecting various parts from the two cars, they turned up with a "bitsa" to run.

Goggien had fitted an air dam at the front of his Camaro to aid stability at the high speeds the car is now hitting, whilst Dickson was in the same trim as before. Fourth car was Mike Aitken's Capri Chev, but this ran all its bearings after about two minutes on a new block, so retired.

Goggin was then fastest qualifier at 11.44 s, followed by Dickson at 12.3 s, both having shut down at least once on the slippery track. Pilling's first run collected a dozen marker cones in around 19 s, his second was down to 12.9 s in the unfamiliar car, then the auto gearbox lost drive in the return road, leaving just the two Camaros to race. For some reason, these seemed to be forgotten for most of the afternoon until, at the last minute, they had to do three runs to decide a winner. The first time out, Gary was out first, looked like losing it at one point, but got straight and went through at 129 mph in 12.1 s, whilst Tony trailed at 12.3 s, 118 mph. But on the second run, a few minutes later as both drivers worked to cool down their cars and make a few adjustments, the situation was reversed as Dickson left first and kept it all the way with an 11.7 s at 127 mph to 12.1 s/131 mph as Goggin tried to catch up. By this time, Dickson's car was very hot, and had again developed a miss that needed a plug change before the last run. Goggin waited while this was done, then the two tossed for the choice of lane, with Dickson winning the slightly better one. On the green, the two cars moved as one, but Dickson's faltered and lost a car length, but even so, it was one of the best races as Goggin just made it with an 11.2 s at 132 mph. Dickson returning his best ever at 11.27 s at 130 mph. This was NDRC's best this year in terms of running and action, and the final back at Blackbushe on the 30th September should benefit from the experience gained so far.

Big rallycross

The Embassy European Rallycross Championship—as described by John Taylor on pages 35 and 36—comes to Lydden this weekend and has attracted a tremendous entry for the two day meeting. Championship leader John Taylor is favourite with the Haynes Escort on his local ground, but the opposition is phenomenal. rally ace Stig Blomqvist and Per Eklund in works Saabs, Franz Wurx's 24 VW, the de Rooy brothers with their works Dats, Jussi Kynsilehto's Finnish Imp, Dick Riefel's 22 VW, and British drivers Hugh Wheldon, David Angel, Nick Jesty, Dave Preece, Don Gilham, Rod Chapman and many more. The assorted entry list includes such cars as a 63 Mercedes, Ferrari Dino, Toyota, Alpine, Honda, BMW and Triumph with a great proportion of continental entries. On Saturday, the Wills sponsored Championship starts at 1 pm and on Sunday there's a non-championship international rallycross starting at 2 pm.

BRANDS RESULTS...

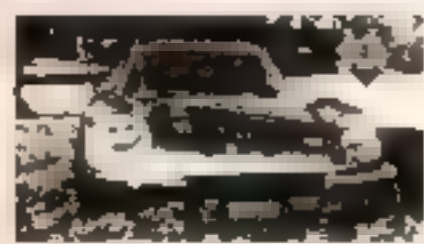
Louisiana Green Formula Ford Trophy race (10 laps): 1. A. B. Wagon 2. Roger 3. Roger 4. Mo 5. A. B. 6. m 7. C. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835

Up to 1300 cc 1 Janis 80 58 mph 2 Mike Cadden
3 John Cusack 3 Vicky West 4 Austen 1999 cc
See 3 Fastest lap Janis 84 7 s 8 87 mph (record)
1301 to 2000 cc 1 F. M. H. 2 M. H. 3 Evans Fastest
lap 4 V. H. 33 s 8 87 3 mph (record)
2001 to 3000 cc 1 Ed Stierlin 2 T. V. T. 3 T. H. 75 83
m h 4 Andy Fraser 3 D. M. 5 67 3. Rod Langton
1 T. V. T. 2 T. H. 3 Fastest lap Stephens 57 s 4 77 3
mph
Over 3000 cc 1 Robin Gray 2 J. Morgan Plus 6
74 3 mph 3 J. H. 4 Fastest lap Gray 43 0 s 78 32 mph
British Production Season Car Championships up to
1800 and 1801 to 1950 10 s Overall and 1801 to
1850 1 van D. 2 3 F. D. 4 5 1 m 07 8 s
4 85 mph 2 P. S. 3 4 1 Ford 5 1 m 10 8 s
4 85 mph 3 A. M. 4 5 1 m 10 8 s
4 T. M. 5 1 m 10 8 s
Dutton 1 m 10 8 s 4 85 mph
Up to 1800 1 Tony 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200
201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300
301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400
401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500
501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600
601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700
701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800
801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900
901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 93

60

SPORTS AND PERFORMANCE CARS

Sports and Performance Cars 61-64 Racing and Competition Cars 64-68 Autoport Market Place 69-71



Dinos delivery ex stock
choice of colours

Brandon Motors Ltd.

FERRARI DISTRIBUTORS FOR WARWICKSHIRE
BRANDON, NR COVENTRY. Tel: Wolston 2285/6

- ★ Approved Service Centre for LAMBORGHINI and BMW cars
- ★ Specialists on ASTON MARTIN cars—ASTON MARTIN trained technicians
- ★ Approved for Servicing and Testing Girling Brakes and Shock Absorbers
- ★ Complete engine diagnosis on Sun Electronic Tuner and full performance and high speed brake testing on the Sun Roadmaster Rolling Road
- ★ Demonstration car available by appointment New Dinos in choice of colours. Early delivery

MAIN DISTRIBUTORS



CLAN

A. S. CLARK AUTOMOBILES LTD.
247-251 London Road.

Tel: Sheffield 53226

GOOD SELECTION OF SECONDHAND SPORTS

D.B. MOTORS of Leicester

OF FULLY WARRANTED

AMERICAN AUTOMOBILES

Tel 0533 834343

Spare and Tyre Service Tel 0533 832534.
Don't be afraid to use our Robophones

1971 TR6 ROADSTER. Yellow, black trim
Radio, sports wheels. 1 owner. Low
mileage £1226
1971 MGB GT AUTOMATIC. Midnight
blue, 16,000 recorded miles. Rostyle
wheels £1176
1971 MGB ROADSTER. O/drive, Sundym
screen, yellow with black trim. Rostyle
wheels £976
CLYDESDALE CAR SALES
01-272 4098

LEX MOTOR CO. LTD.

55-61 Victoria Street, Bristol 1.
Bristol 294441.

MGB GT, V8. Teal blue and ochre
MGB SPORTS. Damask red, o/d, Rostyle
wheels

MGB SPORTS. Black, o/d, Rostyle wheels
These cars are available now from stock

1971 JENSEN INTERCEPTOR Mk II



Finished in frusto blue/red leather trim. With all
the Jensen refinements i.e. Sundym gear, radio/
steering power steering etc. The car is an out
standing example having covered only 28,000
miles from new. Offered at £4,950.
Would consider part exchange of any car of this
category
Tel Mr Reynolds Woking 41318-42539



1964 SUNBEAM TIGER V8 Manual gearbox
Had a soft loss. Cracked s/c or in need
of restoration. Offered at the reduced price of
£4,950

CAMDEN MOTORS LTD
Leah Street, Leighton Buzzard, Beds.
Tel: Leighton Buzzard 2041
Open Mon-Sat 9am-6pm Sun 10am-6pm

ALL MUST GO

1275 GT Mini, K Reg. 1972. Finished in
black tub. Special seats, heated rear
window, road licence included, £785.
MGB Roadster, 1969, o/drive, wire wheels,
tonneau cover, finished in British Racing
Green, with reclining leather seats. Taxed
and MoT £735.

ROGER SAUNDERS

Telephone Watlington 2783.

DODGE

CHALLENGER

3400 cc V8, Regd. 1970

4-speed manual. Beautifully finished
in Le Mans green with matching
interior as used in the film "Vanish-
ing Point." Fitted with a high
performance engine with 4 barrel
Carter carb. Hurst gearbox, air con-
ditioning, PAS, AM/FM radio, tinted
glass, rev counter fitted to bonnet.
This fantastic looking car eats Mach
1s and E types. Cost over £4000
new, now offered with any trial for
only £1595.

TEL: SANDIACRE
2049 OR 6110 (NOTTS)



Mr K. Wright,
40 Shakespeare Drive,
Kenton, Middlesex

1966 (H) MERCEDES 260 SL SPORTS ROADSTER
Automatic very attractive car finished in metallic blue
with tan interior. Fixed radio electric gear at white wa-
ter. Hard and soft tops. £3,475. HP possible. Tel:
01-204 4118 days 01-204 1714 evenings



TYR 1000 M

L Reg. 1973 8 months old. May wheels, BT Stereo/
Radio £1,500. Part exchange possible. Merisaid,
as new. HP arranged.

ESTON GRANGE 50018

DAY ESTON GRANGE 5011

30 Grassmere Drive, Netherby, Middlesbrough,
Tesside. Mr. Ray Husband.

1973 PORSCHE CARRERA RS

6000 miles. Blue/black interior
Leather seats, electric sun roof,
stereo/UHF radio and 8-track unit.
Rear screen wiper, limited slip diff,
plus all usual Porsche extras

£7250 ono.

Tel: 0742 661779

Baslow 2353

DIFF ASSEMBLIES AND OVERDRIVE UNITS AGENTS WANTED ALL AREAS

Unbeatable prices and quality guaranteed with
our diff assemblies and overdrive units. To suit
a wide range of saloon, sports and GT cars
offered with a 9 month guarantee and 14 days
option to purchase. Also stock of crown wheel
and pinions diff bearings gaskets and Duckhams
oil.
Sports diff. Ford Cortina Corsair GT £23 Lotus 7
£24 50. Ean £28. Ean Sprint £30 50. 2+2 £28.
MGB £22 MGB GT and MGC £40. Midgets a d
Sprites £18. 2000 Pi £40. G16 £30. Sprite £30.
Vitesse 1800 £28 50. 2 litre £30. Viva GT £38.
VX 4 90 £30. Alpine Rapier and Sprite £29.
Tiger £85. Schmitz £85. Bond Equipe £30. E Type
£65.
Saloon d/f. All BMC up to 1098 cc £10. A55
A60 Cambrida etc £14. Wolston 5 110 £18.
Ford Thames 105E £10. 100E £93A £18. Mk 2
Consul and Zephyr £14. Mk 3 Zephyr £18. Mk 4
£40. FXC £35. Single wheel Transit £25. Escort
Cabr £22 50. Corina £22 50. Vauxha Vva HA
H8 £28 50. FBV £20 50. 101 £30. PA PB £30.
Triumph 2000 £40. Herald 948 1200 £25. Hillman
Mkx £22. Super Mkx £22. Rover 2000 £40. 95 100
£32. J. Lre £35. Land Rover £35.

Overdrive prices on request. Any axle repaired
and serviced with guarantee. All units exchanged
filling from £6 50. Including gaskets and oil. We
are specialists all units are rebuilt by skilled
mechanics using Churchill tools and equipment.
Callers and inspection welcome. SAE for ma-
order.

Tel: 01-888 4115.

VARCROFT LIMITED

67 COBURG ROAD,
WOOD GREEN, LONDON, N22

SPORTS AND PERFORMANCE CARS

Sports and Performance Cars 61-64 • Racing and Competition Cars 64-68 • Autosport Market Place 69-71

gerry marshall

1964 Bentley S3. Dark blue over shell grey. All usual extras plus air conditioning. 85,000 miles. Superb order £3495
 1973 Datsun 240Z. 1 owner. 9,000 miles. Finished in metallic blue. Indistinguishable from new £2195
 1970 (Dec) Jaguar E Type FHC. BRG. Fitted radio. Webasto roof. HRW. chrome wheels. Immaculate condition £1875
 1967 Porsche 911S. £600 recently spent on engine/clutch overhaul. Fitted mag wheels, electric sun roof £1750
 1971 Model Fiat 124 coupe 1600. 5-speed gearbox. Fitted radio, cloth trim. Excellent condition £1295
 Gerry Marshall is always pleased to discuss motor cars and motor sports. If you are thinking of purchasing anything, give us a ring
 P.S. Congratulations to Tony Strewson on his fine win at Silverstone last Sunday in the Marshall Wingfield supplied Boss Capri. Even if it did make the M.D. second.

**Marshall
Wingfield Ltd**

856 Finchley Road, London NW1.
Tel: 01-468 4204.

JOS RANDES



Lotus +25 130/S. Yellow	LIST
Lotus +25 130/S. Green	LIST
1972 Ferrari Dino 246 GT. Red. Electric windows	£4895
1966 Lotus Elan +2. 84 ps	£1295
1972 (L) Granada. Silver blue. 1 owner	£1595
1972 Scimitar GTE 1 owner	£2295
1971 Fiat 125 Twin Cam	£395
1966 (G reg) Alfa 1750 GTV	£395
1970 Aston Martin DBS Vantage. Manual	£3495
1966 Jaguar E-Type. White. FHC	£395
1970 Alfa 1750 GTV. Red	£1495
1966 XJ6 4.2 Auto. Red	£1395
1973 (Merch) Elan Sprint FHC. Red	£2145
1973 TVR 2500 M. Radio, mag 8,500 miles	£1945
1970 MGB GT. Red. Radio	£1075
1971 Mexico. White	£325
1970 E-Type FHC Sun roof	£1775
1973 Jensen Healey. White	£1795
1971 (Reg) Mustang 382 GT	£1495
1970 Lotus +25 Red	£1595

Large stocks of Lotus and Scimitar parts
Service and repairs by works trained staff

WHARF GARAGES, STOKE-ON-TRENT.
Tel: 46361-47623

HINE & WHITE

1972 (Nov) Daimler Double 8. Dark blue, light grey interior. Radio, electric windows, HRW. Full service history. 13,337 warranted m as

1973 (May) Daimler Double 8. Finished in heather with beige interior. Fitted radio. 8-track stereo. 4 speakers. electric serial, electric windows. HRW 7,600 recorded miles £6250

1970 (J) Jensen Interceptor Mk II. Finished in blue with blue/grey leather interior. Air conditioning. Sundym glass radio/tape player, head rests. 36,000 miles. Nice condition £3995

1966 Jensen Interceptor. Finished in blue with black interior. Fitted PAB. radio, electric serial, sun dimmed glass. HRW £2450

1972 Jaguar E-Type Series 3 FHC. V12 2+2. Finished in yellow with beige interior. Fitted manual gearbox, radio, electric serial. HRW. sun dimmed glass. Inertia seat belts. chrome wheels. 11,200 miles from new £1995

1970 Jaguar E-Type 4.2 FHC. Finished in cinnamon with black interior. Fitted radio, stereo, chrome wire wheels £1775

1970 Jaguar E-Type 4.2 DHC. Finished in yellow, black interior. Fitted radio, electric serial. Sundym screen. mag wheels. alarm. spot lights £1875

1971 Jaguar E-Type V12 Series III FHC. British Racing green. light green interior. Fitted manual transmission. Push button radio, HRW. 1 owner. 8,500 miles from new £2875

1972 Alfa Romeo 2000. Berlinetta. Dutch blue. beige interior. 1 owner £1895

1972 Ford Escort RS1600. Blue/black interior. Fitted RS mag. rally seats, push button radio, 1 owner £1295

1972 (K) Toyota Corolla 1200 Coupe. Finished in white with black interior. Fitted sun roof, radio and all usual extras

ABBOTS WORKS, FARNHAM
Tel: FARNHAM 4441/5888

TURNER/BMC Mk II

1122 cc. Evan Clements engine just rebuilt with new block, electronic ignition, ac/cr gearbox, Salisbury LSD, drys on mags. set of unused wets, dual braking system. Ready to race, including trailer (Croydon)

Price: £400

Tel: Worthing 201495

Tony Cosgrove

R. PRATT LTD

262/270 High Street, Sutton, Surrey.
Off the A217 London to Brighton Road.

1970 Ferrari Daytona. Red	£7250
1973 Ferrari Dino Spyder. Black	£7250
1972 Lancia 1.3 52 Coupe. White	£1595
1968 (G) Lancia 1.3 Rally Coupe. White. extras	£895
1971 Austin 1275 Cooper S Mk III. Blue. Offers	
1972 Escort Mexico 1600 GT. Yellow	£1095
1966 Galaxie 500 LTD. Many extras	£895
1968 (G) Jaguar 420. Regal red	£895
1971 (K) Mercedes 350 SL. Many extras. B	£5495
1973 Rolls-Royce Silver Shadow	£18,950
1969 Jaguar XJ6 4.2. Auto/PAF. Silver	£1895
1972 Escort 1300 GT. White	£1495

01-643 7557

smg SLOAN MARSHALL GARAGES

The SPORTSCAR specialists

1971 (July) Ferrari Dino. Yellow. Electric windows, radio. New tyres, exhaust and gas box overhaul	£3995
1970 MGB Roadster. Overdrive wires etc	£895
1967 MGB GT. White. Wire wheels	£745
1971 Triumph GT6 Mk II. Damsen. HRW and radio	£895
1970 Lotus 7 53. Many extras. Hood, screens etc. Yellow red	£775
1967 MGB GT. Black. Special JPS finish. O d. 8. by wheels. red/or. Full race cam. Modified head. Comp suspension	£995
1968 Ford Cortina Savage. Red. 1800E. body	£795

Many more available and wanted for cash and part exchange

56-58 Barnes High Street, SW13

Phone: 01-878 3245

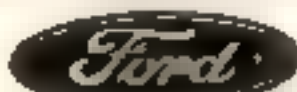
Works: 01-878 8131

1968 MGC

Yellow with black trim. In excellent condition and most attractive. Radio. Good tyres. Full MoT. £600

Tel: Ferndown 3344

J. KING MOTOR CO.



129 High Street
Canvey Island, Essex
Tel: Canvey Island 2168

MUSTANG GRANDE 1972 R.H.D.

This very unusual model made almost unique with R.H.D., bronze with fabric trim, auto. and P.A.S., electric windows, radio, etc. Cost now almost £4,500. Price £2895.

MUSTANG 1970 R.H.D.

Another rare vehicle. 351 cu. in. engine. Auto., 28,000 miles. In excellent condition. £1895.

MACH 1 1972 10,000 MLS

In red with black trim. Extras include extra wide chrome wheels with American Dayton 60 series tyres, air conditioning, electric windows, competition suspension, Hurst 4-speed, power discs, tinted glass, special steering wheel and instrumentation, radio, etc. Cost new £4,800 (extras 2,000 dollars) Price £2795.

Sports and Performance Cars 61-64 Racing and Competition Cars 64-68 Autosport Market Place 69-71

63

SPORTS AND PERFORMANCE CARS

Sports and Performance Cars 61-64 • Racing and Competition Cars 64-68 • Autopart Market Place 69-71

M. L. RICHARDSON

LOTUS ELAN SPRINT, 1972, DMC. Yellow, black trim. Fitted radio, tonneau. £1,445
 LOTUS ELAN SPRINT, 1971, PNC. 15,900 miles. 1 owner. Brilliant yellow, black interior, radio and roof of supplementary defroster. £1,445
 LOTUS ELAN SPRINT DROP HEAD COUPE 1971. Lagoon blue over white, black trim. Fitted radio. £1,445
 LOTUS ELAN S4 S/E PNC. 1970. Yellow with black trim. Fitted radio, electric aerial, 2x5. £1,195
 LOTUS ELAN S4 S/E DMC. 1970. Yellow, black interior. Radio. Servo. K/ox. 5 on. £1,195
 LOTUS ELAN S4, 1971 (E reg) PNC. Blue and yellow. Black trim. Radio. Extremely low mileage. £1,295
 LOTUS EUROPA Twin cam. A superb low mileage example. Finished in bright red, black trim. £1,630
 MGB GT 1971. Bronze yellow with black trim. Fitted overdrive, heated rear window, latest Dunlop tyres, radio. £1,225



1975 ROVER 2000 £1,195
 TRIUMPH STAG, 1972. Finished in navy, black trim. Fitted overdrive, TAS radio. £1,195

MGB GT 1970. 8,800 miles. Certified one owner. Finished example. Finished in blue, black leather trim, fitted overdrive, wire wheels, heated rear window. Probably only such example available. £1,295
 MGB MK II ROADSTER 1971. Finished in bronze yellow, black trim. Fitted overdrive, tonneau, radio. Extremely low mileage. Superb example. £1,135
 FIAT 2300 16V 1967. Metallic blue, black leather trim. A 1 owner, low mileage example. Outstanding condition. £1,995
 JAGUAR 3.8 1966. Fitted overdrive.
 MINI COOPER 1966. Recent overhaul. £795

AVAILABLE SHORTLY

TRIUMPH STAG, 1972. Automatic.
 AUSTIN HEALEY 3000.
 MG MIDGET, 1963

MAIN AVENUE, MOOR PARK, NORTHWOOD, MIDDX. NORTHWOOD 25161
 Approx. 100-yds from Moor Park Met. Station. A-Z London Main Road Map, Ref. 2.C

Mann's Garage Ltd

Chiddingfold, Surrey
 present

- 1970 (J) JAGUAR E-TYPE fixed head coupe, finished in white with navy trim, manual transmission. Good service history. £1,895
- 1968 MGB GT, finished in green, overdrive, radials, heated rear screen, wing mirrors, a nice clean car. £945
- 1970 TRIUMPH SPITFIRE in Valencia blue, hard and soft tops, tonneau cover, drives well. £895
- 1969 LANCIA RALLY 3. Red, black trim. Lively and exciting car for. £1,100
- 1971 FIAT 850 SPORT. Green. Very clean. Fitted seat covers. £845

AUSTIN

Ford

ROVER

TRIUMPH

Tel: DAVID KEAY or HOLMAN BLACKBURN
 WORMLEY 2263

TR6

1970 J REG.

Low mileage, wire wheels, overdrive, hard top, soft top. Excellent condition. £1195.
 Tel: Thanet 59112

TRIUMPH TR5 P.I.

1968. Overdrive, radio, tonneau. Valencia blue. Very good condition. £775.
 Tel: 021-353 2057, anytime.

LEN STREET LTD

MAIN BRANCH



FOR LOTUS
 AND OPEL
 01-370 4114



NEW LOTUS IN STOCK

- +25 130/4. Mono. Green/black. HRW. radio. LIST
- +25 130/4. Mono. Lagoon blue. HRW. radio. LIST
- +25 130/5. Black GP. Fitted. HRW. radio. LIST

NEW OPELS IN STOCK

- Rehard 2 door Coupe 1.9. Shaded. LIST
- Rehard 3 door estate car 1.9. Red/black. LIST
- Monte Carlo. 1.9. Black. automatic. LIST
- Arena 1.6. automatic. LIST

USED LOTUS

- +25 130/4. 72. Red 1.9. Mags. 1 owner. £1225
- +25 130/4. 72. Yellow 1.9. Mags. 1 owner. £1225
- +25 130. 1971. Low mileage. radio. HRW. £1000
- Wh 10
- Europa 72. Special 3-speed. mags. fitted. £1225
- Eu 100. 70. Mags. mags. radio. £1475
- Europa 52. 19. D. Yellow. £1075
- Elan S4 SE. 1970. D.C. Red. £1225
- Elan S4 SE. 72. PNC. Blue 1 owner. radio. £1275

Demonstration Cars Always Available.

DRAYTON GARDENS, CHELSEA



RACING AND COMPETITION CARS

Sports and Performance Cars 61-64 • Racing and Competition Cars 64-68 • Autopart Market Place 69-71

RACING IMP

998cc 108 bhp completely rebuilt, new crank, cam, rods, and rings etc. Not yet run in. Jack Knight s/c 4-speed roller bearing box, F3 clutch and flywheel. With fully sorted shell and discs, roll bar, Hartwell springs etc, new Dunlop intermediates, Firestone slicks on Revolution 9" and 10". Plus 90 mph trailer and lights, brakes, plus numerous spares. £625.

Business forces genuine sale

Tel: Tring 2988 (Herts), R. Payne, any time.

MOTUL M1

Maintained and entered by Rondel Racing.
 Driver, Tom Pryce.

One of the best chassis available. Cost new £4500. Ideal F2, Atlantic, Libre or Hils.

Rolling chassis including gearbox, £2450.

Or complete little used Demon 2-litre RES. Aluminium F2 engine, unraced since rebuild, £4650.

Will exchange either way for road car/s

TITAN PROPERTIES LTD.

Tel: Leeds 26216 (day); Leeds 685082 (evening)

RACING AND COMPETITION CARS

Sports and Performance Cars: 61-64 • Racing and Competition Cars: 64-68 • Autosport Market Place: 69-71

THE TECHCRAFT-BRM



1600 cc BRM V8 engine giving 200 bhp. 5-speed BRM gears in conjunction with the Ferguson 4-wheel drive system. Checked at the beginning of the 1973 season by the designer. All suspension, steering and transmission joints in excellent condition. The car is immaculate in blue and white. Since its construction the car has proved a regular class winner and has also achieved a number of FTDs. A number of spares including a set of wheels and tyres are available. Projected 1974 racing programme by present owner necessitates sale. Will deliver anywhere in UK and also arrange transport abroad.

Offers

D. J. Sawforth,

24 Burgate, North Newbald, East Yorkshire

Tel. North Newbald 315 (evenings), Hull 23631 (business)

MERLYN MARK 12A

ex Formula 2 Bob Gerard Racing 1600 twin cam, FT200 box, fitted cover. Spares include ratios, wheels and tyres, wings, etc. Very successful this season. Superb handling. Immaculate condition. Also VW Transporter 1500 engine, radio, winch and ramps, 1966 Vgc. Sell complete outfit or will split. Wanted: Sports racing car.

PETER BULL 01-540 0771.

LEEDSPEED LTD.

OFFER

1972 Brabham BT38. Fitted with Smith B.D.E. 1830 cc engine, FT200 gearbox, two sets wheels and tyres, one set rims, body spares. The lot £3500. Rolling chassis and gearbox £1850. Engine £1750.

One B.D.A. 1800 crank £135. Four B.D.A. 1800 pistons £60

McLAREN M10B

Stripped after accident, most parts with car plus 5.5 litre Chevrolet engine and L.G.600 gearbox with spares and ratios. The lot £1000

One Honda ST 70 bike £150.

Tel: 0742 661779 day, Baslow 2363 evening.

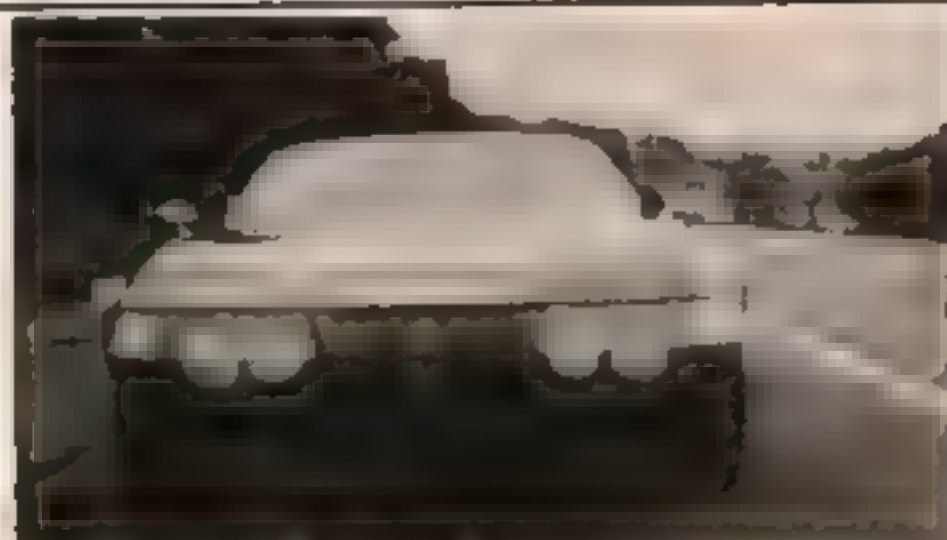


HILL-CLIMB CLUBMANS SPECIAL

New 1600 crossflow, 2000E gearbox, F3 clutch. All independent suspension, mag wheels. Latest Dunlop wets. Many awards past three years.

£500

Tel. Littlewick Green 4243 (Berks)



FERRARI DAYTONA. La Mans class winner. Brand new engine. Ready to race. Many, many spares, also street trim.



1961 short wheel base BERLINETTA owned by George Filipinetti. Mint 35,000 miles.



COBRA 427, 1967. 1400 original 1 owner miles. Like brand new.



"D"-TYPE JAGUAR. Corvette engine and transmission, Salisbury rear, many spare body and chassis parts.

GRAN TURISIMO LTD.

397 Glen Cove Road, Greenvale, Long Island, New York.
Call 516-676-7272.

RACING AND COMPETITION CARS

Sports and Performance Cars 61-64 • Racing and Competition Cars 64-68 • Autospot Market Place 69-71



LIMITED

Offers to Team Modus, Barn-Rucha, Thetford Road, Watton, Norfolk for the attention of N. Jordan, Watton S81478.

Team Modus racing with Shell-Sport offer for sale the following 1 brand new unused 1973 spec Ensign Formula 3 rolling chassis No. LN 20 complete less gearbox and engine

1 Formula 3 chassis No. LN 17 as raced this season by Mo Harness complete less gearbox and engine. The above cars are offered with the availability of Holbay Formula 3 engine and gearbox if required

E FOR QUICK SALE TYPE



SPECIFICATIONS

New 4.4 325 bhp engine, 1 race only. New differential and rear suspension. New shock absorbers, front and rear. Latest braking system.

Must be one of the best turned out cars available and is the mod sports lap record holder at Oulton Park and Longridge circuit.

INCLUDING

1 trailer, 1 set wet tyres with alloy wheels and spare, intermediate tyres. Numerous other spares.

THE LOT £1550

Tel: 061-708 4198 (day), Rainford 2384 (night).
BRIAN MURPHY

1972 F2 BRABHAM

BT 38

Fitted with Hewland FT200 gearbox. Whole car in superb condition, having had very little use.

Price: £1950 less engine or £1700 less engine and gearbox.

David Porter or Dave Bueh.

Tel: Maidenhead (0628) 21215 or 38473



FOR SALE

Gerry Taylor's famous 1-litre Anglia. Holder of two lap records. Can be seen Silverstone September 15. Bargain £900 ono.

Full details from Gerry.

Tel: Lichfield 3212 (Staffs).

F.F. VAN DIEMEN FA 73

FOR SALE

Three races only. Car like new.

PRICE £1950 FIRM.

Contact: East Harling 488 (day); Wymondham 3961 (night)

WORKS ROYALE

F/ATLANTIC RP12A

As raced this year by Tom Pryce. This very successful car is offered complete but less engine.

WORKS ROYALE F3

RP11A

Ex Tom Pryce. Updated to the latest 1973 specification. Less engine and gearbox.

The first reasonable offer for either of these cars will be accepted.

Road cars in part exchange will also be considered.

ROYALE RACING LTD,

Glebe Road, Huntingdon.

Tel: Huntingdon 56471.



MINI SPECIAL

Sprint, hillclimb or autocross car. As tested by Triple C Team man John Bevan (issue February, 1973).

Immaculate condition, only 6 months old. Prepared regardless of cost. 2 races only, placing 1st, 2nd, 3rd, and 4th. Couple of meetings only since engine rebuild and new ALL SYNCHRO SC CR gearbox. 8705 fu. carb engine. \$700 spent on new 6 valve head. 649 48 DA on 12755 running gear. Dunlops on 7 1/2 rear wheels. Ready to race. complete with trailer. Genuine reason for sale. Reluctant to sell hence 2630.

Tel. Stephen Lawton (Blackburn 97348) after 4.

1971 MALLOCK U2 MK 8B/XI

Fully rebuilt 1971 and is in absolutely immaculate condition throughout. Chassis completely updated to MK XI spec, including rear anti-roll bar. A1 steel 1600cc crossflow engine, rebuilt 2 weeks ago. New gearbox with Hewland ultra slant rubber flyin and 10 1/2 in Minilite with latest 20 in slicks. Spare set of wheels with wet tyres and spare set of intermediate tyres.

Friswell nose section and rear aerofol. Complete with fitted car cover and numerous spares including, nose section, diff and half shafts. This ex-champion-ship winning car has been professionally maintained and is fully race prepared and ready to go. £1,195 ono.

Tel: 0513-411543 day.
0274-863743 evening.



RACING AND COMPETITION CARS

Sports and Performance Cars 61-64 • Racing and Competition Cars 64-68 • Autosport Market Place 69-71

LIGHTWEIGHT ELAN

FULLY TRIMMED '6' REG. OFFERS AROUND £700

I bought the car as a basis for a competitive mod sports racer, but decided against selling my mod sports Jaguar I could prepare the car to winning standard for this class of racing if required

JOHN PEARSON 021-373 4746

HURON

Formula Atlantic/Libre works car, built 1973, rolling chassis, FT200 gearbox, spares including latest wets, 2 sets drys and numerous other parts. £1500.

Contact Paul Morris, Cobham 5460 (Surrey)

CAPRI 3000 GT

Rolling chassis complete with ventilated front discs, rear discs, Taunus axle, 26 gallon alloy tank, fully adjustable suspension. Minilites. Trimmed to G2 spec. New Dunlop Intermediates. Must go. No sensible offer refused. Part exchange possible

WORMLEY 2270

FORMULA FORD DULON

1973 spec, completely re-built regardless of cost Chassis restored, enameled and rechromed. Many spares. But less engine and gearbox, £350, including test day

MALLORY 50.8 SIVERSTONE 63.7 BRANDS 53.8

Phone Peatling Magna 258 after 8 p.m.

CHEVRON B.23

This car has just been rebuilt completely with brand new body etc, absolutely complete with gearbox, exhaust, Formula 1 ventilated disc brakes with 4 pot calipers, etc, less engine only

Must sell. Best offer

All offers c/o Derek Redfern.

Tel: 01-800 2543 (evening), 01-636 3800 (day).



CLASSIC 6T

Competition

E-TYPE

Ex-Protheroe

Superb 1962 example as competing in Cussans Championship. Consistent front runner in exotic company yet fully equipped for able shattering road car. Prepared regardless of expense. Wide angle engine (as D Type). 5 speed (o.d.) c.t. box. Spares. Viewing at next event. Castle Combe. Historic 15 September. Offers to

Peter Walker

Tel. Bourne End 21138 (Bucks)

THE TOUR OF BRITAIN WINNING CAMARO is offered for sale



James Hunt and Robert Feamell on their way to victory in the Avon Tour

1970 Chevrolet Camaro Z28, fully eligible for FIA Group 1 racing. Standard specification includes: recently rebuilt 360 hp, 5.7-litre engine and gearbox, limited slip differential, 7" x 15" alloy style wheels, vented front discs, front and rear anti-sway bars, Spax shock absorbers, full seat harness, front air dam and rear deck spoiler, full roll over cage, plus many other features. In addition to the Tour this car has won 12 races and has held 5 lap records. We also have a number of spare parts, including wheels and tyres. Offers invited at £3,750. Please ring 01-549 3154 or 01-743 3591

A. J. RIVERS RACING LTD.

AUTOSPORT MARKET PLACE

Sports and Performance Cars 61-64 • Racing and Competition Cars 64-68 • Autosport Market Place 69-71

S.H.A.R.P. RACING

would be pleased to hear from any and every F/Ford driver in Britain with regard to the following questions

- 1 Have you any suggestions for changes to the Formula.
- 2 Would you like to use racing tyres.
- 3 Up-rated engines.
- Certain engine components changed.
- Any organisational problems.

Any answers will be treated in the strictest confidence. Though analysis of the replies will be used in discussions over regulation changes

Write to
Peter Benue, S.H.A.R.P. RACING, 3 Brighton Place, Brighton.

FORD D.750 TRANSPORTER



Very smart 1968 Ford 5-litre diesel Black/yellow. Taxed private. Plated 11 months. Excellent condition. Fibreglass roof and door, winch, ramps, etc. Reversible 70 mph. Bargain at £895.

Also
PORSCHE Carrera RS White 1973 £2150 PORSCHE 911S 1968 Many extras £1975 JAGUAR XJ6 2.8 Auto PAS £1895

WANTED: Good condition F/Atlantic at realistic price. Exchange any of the above. Cash either way.

MARTYN DENLEY RACING

Tel New Buckenham 342/3.
(Norfolk)

**Sell your spares
and accessories in
AUTOSPORT Market Place**

Tel: 01-636 3600

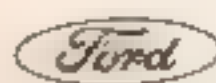
ATLANTIC ENGINES

For sale Alan Smith alloy block complete with clutch and carbs. Ready to fit. £1500

Richardson engine as new rebuilt. Complete with clutch and carbs. Ready to fit. £1350

Contact: Derryck Sinfield, Miffield 494106,
or John Lepp, 061-928 6201 (day); 061-980 4063
(evenings after Monday).

F. ENGLISH LTD.



**RALLYE SPORTS CENTRE
BOURNEMOUTH**

**AVO PERFORMANCE EQUIPMENT
BDA AND TWIN CAM ENGINE PARTS
NEW RS AND MEXICOS**

Contact
Garry Polled
Bournemouth 20731

DON PARKER MOTORS

**MANUFACTURER OF
DRIVON CAR TRANSPORTER TRAILERS
EASY ONE-MAN LOADING
Reg Design**



12 models: 2-Wheel Trailers from 10 cwt to 18 cwt capacity. 4-Wheel Trailers from 18 cwt to 2 ton capacity.

SPARES AND TOWING BRACKETS TRADE AND RETAIL

**Works: SANGORA ROAD
Showrooms: 113 St JOHN'S HILL,
LONDON SW11 1SY. Tel: 01-228 7327.
Near Granada cinema, Clapham Junction**

SEND 13p FOR BROCHURE DOUBLE REFUND ON PURCHASE

BARCLAYS INTERNATIONAL TEAM LOLA

offer for sale

**one of their two V6 Ford
Marquis transporters**

L registered, van body on Ford Transit diesel chassis. V6 3-litre engine, new tyres, brakes etc. Engine and transmission on guarantee until March 74. Ideal low cost transport for almost any formula.

Offers around £1970.

Tel: 01-622 8408, day.

1972 Ford Transit Van, low mileage, excellent condition, tow hitch, radio etc. Offers around £650.

Tel: 01-622 8408, day.

S.H.A.R.P.

Looking for a sponsor? Want to race F/Ford? We believe that we can offer both the driver and sponsor the best available deal to supply, run and maintain a competitive F/Ford for a series of 5, 10, 15 meetings or complete season. We provide the car, mechanics and service. No vast capital outlay involved. Payment on a race to race basis, no time wasting for the driver doing his own maintenance. Cars run under sponsors colours and entered by them. Cars available for promotional work mid week. For further details please write or ring

**SHARP RACING 3 Brighton Place
Brighton
Tel: 0273 25348**

AUTOSPORT MARKET PLACE

Sports and Performance Cars 61-64 • Racing and Competition Cars 65-68 • Autosport Market Place 69-71

FORTHCOMING EVENTS

MARCONI AUTO CLUB LESTER CO presents a joint road rally cross on Sunday September 23. Counters in the Marconi Map info on a 1000 cc 930 cc 1000 cc 1000 cc. Entry forms from Mr P. Marconi 39 Glen Park Avenue, Glen Field, Leicester LE3 8GN. (37)

GO KART

BARLOTTI RACING WANT CHASSIS, 6 months old, complete, free any no. 1133 Tel. 01-461 3525. (37)

GEARBOXES

ALL HEWLAND gearbox spares services. Complete limited slip, 4.11, 4.12, 4.13, 4.14, 4.15, 4.16, 4.17, 4.18, 4.19, 4.20, 4.21, 4.22, 4.23, 4.24, 4.25, 4.26, 4.27, 4.28, 4.29, 4.30, 4.31, 4.32, 4.33, 4.34, 4.35, 4.36, 4.37, 4.38, 4.39, 4.40, 4.41, 4.42, 4.43, 4.44, 4.45, 4.46, 4.47, 4.48, 4.49, 4.50, 4.51, 4.52, 4.53, 4.54, 4.55, 4.56, 4.57, 4.58, 4.59, 4.60, 4.61, 4.62, 4.63, 4.64, 4.65, 4.66, 4.67, 4.68, 4.69, 4.70, 4.71, 4.72, 4.73, 4.74, 4.75, 4.76, 4.77, 4.78, 4.79, 4.80, 4.81, 4.82, 4.83, 4.84, 4.85, 4.86, 4.87, 4.88, 4.89, 4.90, 4.91, 4.92, 4.93, 4.94, 4.95, 4.96, 4.97, 4.98, 4.99, 5.00, 5.01, 5.02, 5.03, 5.04, 5.05, 5.06, 5.07, 5.08, 5.09, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 5.16, 5.17, 5.18, 5.19, 5.20, 5.21, 5.22, 5.23, 5.24, 5.25, 5.26, 5.27, 5.28, 5.29, 5.30, 5.31, 5.32, 5.33, 5.34, 5.35, 5.36, 5.37, 5.38, 5.39, 5.40, 5.41, 5.42, 5.43, 5.44, 5.45, 5.46, 5.47, 5.48, 5.49, 5.50, 5.51, 5.52, 5.53, 5.54, 5.55, 5.56, 5.57, 5.58, 5.59, 5.60, 5.61, 5.62, 5.63, 5.64, 5.65, 5.66, 5.67, 5.68, 5.69, 5.70, 5.71, 5.72, 5.73, 5.74, 5.75, 5.76, 5.77, 5.78, 5.79, 5.80, 5.81, 5.82, 5.83, 5.84, 5.85, 5.86, 5.87, 5.88, 5.89, 5.90, 5.91, 5.92, 5.93, 5.94, 5.95, 5.96, 5.97, 5.98, 5.99, 6.00, 6.01, 6.02, 6.03, 6.04, 6.05, 6.06, 6.07, 6.08, 6.09, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 6.16, 6.17, 6.18, 6.19, 6.20, 6.21, 6.22, 6.23, 6.24, 6.25, 6.26, 6.27, 6.28, 6.29, 6.30, 6.31, 6.32, 6.33, 6.34, 6.35, 6.36, 6.37, 6.38, 6.39, 6.40, 6.41, 6.42, 6.43, 6.44, 6.45, 6.46, 6.47, 6.48, 6.49, 6.50, 6.51, 6.52, 6.53, 6.54, 6.55, 6.56, 6.57, 6.58, 6.59, 6.60, 6.61, 6.62, 6.63, 6.64, 6.65, 6.66, 6.67, 6.68, 6.69, 6.70, 6.71, 6.72, 6.73, 6.74, 6.75, 6.76, 6.77, 6.78, 6.79, 6.80, 6.81, 6.82, 6.83, 6.84, 6.85, 6.86, 6.87, 6.88, 6.89, 6.90, 6.91, 6.92, 6.93, 6.94, 6.95, 6.96, 6.97, 6.98, 6.99, 7.00, 7.01, 7.02, 7.03, 7.04, 7.05, 7.06, 7.07, 7.08, 7.09, 7.10, 7.11, 7.12, 7.13, 7.14, 7.15, 7.16, 7.17, 7.18, 7.19, 7.20, 7.21, 7.22, 7.23, 7.24, 7.25, 7.26, 7.27, 7.28, 7.29, 7.30, 7.31, 7.32, 7.33, 7.34, 7.35, 7.36, 7.37, 7.38, 7.39, 7.40, 7.41, 7.42, 7.43, 7.44, 7.45, 7.46, 7.47, 7.48, 7.49, 7.50, 7.51, 7.52, 7.53, 7.54, 7.55, 7.56, 7.57, 7.58, 7.59, 7.60, 7.61, 7.62, 7.63, 7.64, 7.65, 7.66, 7.67, 7.68, 7.69, 7.70, 7.71, 7.72, 7.73, 7.74, 7.75, 7.76, 7.77, 7.78, 7.79, 7.80, 7.81, 7.82, 7.83, 7.84, 7.85, 7.86, 7.87, 7.88, 7.89, 7.90, 7.91, 7.92, 7.93, 7.94, 7.95, 7.96, 7.97, 7.98, 7.99, 8.00, 8.01, 8.02, 8.03, 8.04, 8.05, 8.06, 8.07, 8.08, 8.09, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15, 8.16, 8.17, 8.18, 8.19, 8.20, 8.21, 8.22, 8.23, 8.24, 8.25, 8.26, 8.27, 8.28, 8.29, 8.30, 8.31, 8.32, 8.33, 8.34, 8.35, 8.36, 8.37, 8.38, 8.39, 8.40, 8.41, 8.42, 8.43, 8.44, 8.45, 8.46, 8.47, 8.48, 8.49, 8.50, 8.51, 8.52, 8.53, 8.54, 8.55, 8.56, 8.57, 8.58, 8.59, 8.60, 8.61, 8.62, 8.63, 8.64, 8.65, 8.66, 8.67, 8.68, 8.69, 8.70, 8.71, 8.72, 8.73, 8.74, 8.75, 8.76, 8.77, 8.78, 8.79, 8.80, 8.81, 8.82, 8.83, 8.84, 8.85, 8.86, 8.87, 8.88, 8.89, 8.90, 8.91, 8.92, 8.93, 8.94, 8.95, 8.96, 8.97, 8.98, 8.99, 9.00, 9.01, 9.02, 9.03, 9.04, 9.05, 9.06, 9.07, 9.08, 9.09, 9.10, 9.11, 9.12, 9.13, 9.14, 9.15, 9.16, 9.17, 9.18, 9.19, 9.20, 9.21, 9.22, 9.23, 9.24, 9.25, 9.26, 9.27, 9.28, 9.29, 9.30, 9.31, 9.32, 9.33, 9.34, 9.35, 9.36, 9.37, 9.38, 9.39, 9.40, 9.41, 9.42, 9.43, 9.44, 9.45, 9.46, 9.47, 9.48, 9.49, 9.50, 9.51, 9.52, 9.53, 9.54, 9.55, 9.56, 9.57, 9.58, 9.59, 9.60, 9.61, 9.62, 9.63, 9.64, 9.65, 9.66, 9.67, 9.68, 9.69, 9.70, 9.71, 9.72, 9.73, 9.74, 9.75, 9.76, 9.77, 9.78, 9.79, 9.80, 9.81, 9.82, 9.83, 9.84, 9.85, 9.86, 9.87, 9.88, 9.89, 9.90, 9.91, 9.92, 9.93, 9.94, 9.95, 9.96, 9.97, 9.98, 9.99, 10.00, 10.01, 10.02, 10.03, 10.04, 10.05, 10.06, 10.07, 10.08, 10.09, 10.10, 10.11, 10.12, 10.13, 10.14, 10.15, 10.16, 10.17, 10.18, 10.19, 10.20, 10.21, 10.22, 10.23, 10.24, 10.25, 10.26, 10.27, 10.28, 10.29, 10.30, 10.31, 10.32, 10.33, 10.34, 10.35, 10.36, 10.37, 10.38, 10.39, 10.40, 10.41, 10.42, 10.43, 10.44, 10.45, 10.46, 10.47, 10.48, 10.49, 10.50, 10.51, 10.52, 10.53, 10.54, 10.55, 10.56, 10.57, 10.58, 10.59, 10.60, 10.61, 10.62, 10.63, 10.64, 10.65, 10.66, 10.67, 10.68, 10.69, 10.70, 10.71, 10.72, 10.73, 10.74, 10.75, 10.76, 10.77, 10.78, 10.79, 10.80, 10.81, 10.82, 10.83, 10.84, 10.85, 10.86, 10.87, 10.88, 10.89, 10.90, 10.91, 10.92, 10.93, 10.94, 10.95, 10.96, 10.97, 10.98, 10.99, 11.00, 11.01, 11.02, 11.03, 11.04, 11.05, 11.06, 11.07, 11.08, 11.09, 11.10, 11.11, 11.12, 11.13, 11.14, 11.15, 11.16, 11.17, 11.18, 11.19, 11.20, 11.21, 11.22, 11.23, 11.24, 11.25, 11.26, 11.27, 11.28, 11.29, 11.30, 11.31, 11.32, 11.33, 11.34, 11.35, 11.36, 11.37, 11.38, 11.39, 11.40, 11.41, 11.42, 11.43, 11.44, 11.45, 11.46, 11.47, 11.48, 11.49, 11.50, 11.51, 11.52, 11.53, 11.54, 11.55, 11.56, 11.57, 11.58, 11.59, 11.60, 11.61, 11.62, 11.63, 11.64, 11.65, 11.66, 11.67, 11.68, 11.69, 11.70, 11.71, 11.72, 11.73, 11.74, 11.75, 11.76, 11.77, 11.78, 11.79, 11.80, 11.81, 11.82, 11.83, 11.84, 11.85, 11.86, 11.87, 11.88, 11.89, 11.90, 11.91, 11.92, 11.93, 11.94, 11.95, 11.96, 11.97, 11.98, 11.99, 12.00, 12.01, 12.02, 12.03, 12.04, 12.05, 12.06, 12.07, 12.08, 12.09, 12.10, 12.11, 12.12, 12.13, 12.14, 12.15, 12.16, 12.17, 12.18, 12.19, 12.20, 12.21, 12.22, 12.23, 12.24, 12.25, 12.26, 12.27, 12.28, 12.29, 12.30, 12.31, 12.32, 12.33, 12.34, 12.35, 12.36, 12.37, 12.38, 12.39, 12.40, 12.41, 12.42, 12.43, 12.44, 12.45, 12.46, 12.47, 12.48, 12.49, 12.50, 12.51, 12.52, 12.53, 12.54, 12.55, 12.56, 12.57, 12.58, 12.59, 12.60, 12.61, 12.62, 12.63, 12.64, 12.65, 12.66, 12.67, 12.68, 12.69, 12.70, 12.71, 12.72, 12.73, 12.74, 12.75, 12.76, 12.77, 12.78, 12.79, 12.80, 12.81, 12.82, 12.83, 12.84, 12.85, 12.86, 12.87, 12.88, 12.89, 12.90, 12.91, 12.92, 12.93, 12.94, 12.95, 12.96, 12.97, 12.98, 12.99, 13.00, 13.01, 13.02, 13.03, 13.04, 13.05, 13.06, 13.07, 13.08, 13.09, 13.10, 13.11, 13.12, 13.13, 13.14, 13.15, 13.16, 13.17, 13.18, 13.19, 13.20, 13.21, 13.22, 13.23, 13.24, 13.25, 13.26, 13.27, 13.28, 13.29, 13.30, 13.31, 13.32, 13.33, 13.34, 13.35, 13.36, 13.37, 13.38, 13.39, 13.40, 13.41, 13.42, 13.43, 13.44, 13.45, 13.46, 13.47, 13.48, 13.49, 13.50, 13.51, 13.52, 13.53, 13.54, 13.55, 13.56, 13.57, 13.58, 13.59, 13.60, 13.61, 13.62, 13.63, 13.64, 13.65, 13.66, 13.67, 13.68, 13.69, 13.70, 13.71, 13.72, 13.73, 13.74, 13.75, 13.76, 13.77, 13.78, 13.79, 13.80, 13.81, 13.82, 13.83, 13.84, 13.85, 13.86, 13.87, 13.88, 13.89, 13.90, 13.91, 13.92, 13.93, 13.94, 13.95, 13.96, 13.97, 13.98, 13.99, 14.00, 14.01, 14.02, 14.03, 14.04, 14.05, 14.06, 14.07, 14.08, 14.09, 14.10, 14.11, 14.12, 14.13, 14.14, 14.15, 14.16, 14.17, 14.18, 14.19, 14.20, 14.21, 14.22, 14.23, 14.24, 14.25, 14.26, 14.27, 14.28, 14.29, 14.30, 14.31, 14.32, 14.33, 14.34, 14.35, 14.36, 14.37, 14.38, 14.39, 14.40, 14.41, 14.42, 14.43, 14.44, 14.45, 14.46, 14.47, 14.48, 14.49, 14.50, 14.51, 14.52, 14.53, 14.54, 14.55, 14.56, 14.57, 14.58, 14.59, 14.60, 14.61, 14.62, 14.63, 14.64, 14.65, 14.66, 14.67, 14.68, 14.69, 14.70, 14.71, 14.72, 14.73, 14.74, 14.75, 14.76, 14.77, 14.78, 14.79, 14.80, 14.81, 14.82, 14.83, 14.84, 14.85, 14.86, 14.87, 14.88, 14.89, 14.90, 14.91, 14.92, 14.93, 14.94, 14.95, 14.96, 14.97, 14.98, 14.99, 15.00, 15.01, 15.02, 15.03, 15.04, 15.05, 15.06, 15.07, 15.08, 15.09, 15.10, 15.11, 15.12, 15.13, 15.14, 15.15, 15.16, 15.17, 15.18, 15.19, 15.20, 15.21, 15.22, 15.23, 15.24, 15.25, 15.26, 15.27, 15.28, 15.29, 15.30, 15.31, 15.32, 15.33, 15.34, 15.35, 15.36, 15.37, 15.38, 15.39, 15.40, 15.41, 15.42, 15.43, 15.44, 15.45, 15.46, 15.47, 15.48, 15.49, 15.50, 15.51, 15.52, 15.53, 15.54, 15.55, 15.56, 15.57, 15.58, 15.59, 15.60, 15.61, 15.62, 15.63, 15.64, 15.65, 15.66, 15.67, 15.68, 15.69, 15.70, 15.71, 15.72, 15.73, 15.74, 15.75, 15.76, 15.77, 15.78, 15.79, 15.80, 15.81, 15.82, 15.83, 15.84, 15.85, 15.86, 15.87, 15.88, 15.89, 15.90, 15.91, 15.92, 15.93, 15.94, 15.95, 15.96, 15.97, 15.98, 15.99, 16.00, 16.01, 16.02, 16.03, 16.04, 16.05, 16.06, 16.07, 16.08, 16.09, 16.10, 16.11, 16.12, 16.13, 16.14, 16.15, 16.16, 16.17, 16.18, 16.19, 16.20, 16.21, 16.22, 16.23, 16.24, 16.25, 16.26, 16.27, 16.28, 16.29, 16.30, 16.31, 16.32, 16.33, 16.34, 16.35, 16.36, 16.37, 16.38, 16.39, 16.40, 16.41, 16.42, 16.43, 16.44, 16.45, 16.46, 16.47, 16.48, 16.49, 16.50, 16.51, 16.52, 16.53, 16.54, 16.55, 16.56, 16.57, 16.58, 16.59, 16.60, 16.61, 16.62, 16.63, 16.64, 16.65, 16.66, 16.67, 16.68, 16.69, 16.70, 16.71, 16.72, 16.73, 16.74, 16.75, 16.76, 16.77, 16.78, 16.79, 16.80, 16.81, 16.82, 16.83, 16.84, 16.85, 16.86, 16.87, 16.88, 16.89, 16.90, 16.91, 16.92, 16.93, 16.94, 16.95, 16.96, 16.97, 16.98, 16.99, 17.00, 17.01, 17.02, 17.03, 17.04, 17.05, 17.06, 17.07, 17.08, 17.09, 17.10, 17.11, 17.12, 17.13, 17.14, 17.15, 17.16, 17.17, 17.18, 17.19, 17.20, 17.21, 17.22, 17.23, 17.24, 17.25, 17.26, 17.27, 17.28, 17.29, 17.30, 17.31, 17.32, 17.33, 17.34, 17.35, 17.36, 17.37, 17.38, 17.39, 17.40, 17.41, 17.42, 17.43, 17.44, 17.45, 17.46, 17.47, 17.48, 17.49, 17.50, 17.51, 17.52, 17.53, 17.54, 17.55, 17.56, 17.57, 17.58, 17.59, 17.60, 17.61, 17.62, 17.63, 17.64, 17.65, 17.66, 17.67, 17.68, 17.69, 17.70, 17.71, 17.72, 17.73, 17.74, 17.75, 17.76, 17.77, 17.78, 17.79, 17.80, 17.81, 17.82, 17.83, 17.84, 17.85, 17.86, 17.87, 17.88, 17.89, 17.90, 17.91, 17.92, 17.93, 17.94, 17.95, 17.96, 17.97, 17.98, 17.99, 18.00, 18.01, 18.02, 18.03, 18.04, 18.05, 18.06, 18.07, 18.08, 18.09, 18.10, 18.11, 18.12, 18.13, 18.14, 18.15, 18.16, 18.17, 18.18, 18.19, 18.20, 18.21, 18.22, 18.23, 18.24, 18.25, 18.26, 18.27, 18.28, 18.29, 18.30, 18.31, 18.32, 18.33, 18.34, 18.35, 18.36, 18.37, 18.38, 18.39, 18.40, 18.41, 18.42, 18.43, 18.44, 18.45, 18.46, 18.47, 18.48, 18.49, 18.50, 18.51, 18.52, 18.53, 18.54, 18.55, 18.56, 18.57, 18.58, 18.59, 18.60, 18.61, 18.62, 18.63, 18.64, 18.65, 18.66, 18.67, 18.68, 18.69, 18.70, 18.71, 18.72, 18.73, 18.74, 18.75, 18.76, 18.77, 18.78, 18.79, 18.80, 18.81, 18.82, 18.83, 18.84, 18.85, 18.86, 18.87, 18.88, 18.89, 18.90, 18.91, 18.92, 18.93, 18.94, 18.95, 18.96, 18.97, 18.98, 18.99, 19.00, 19.01, 19.02, 19.03, 19.04, 19.05, 19.06, 19.07, 19.08, 19.09, 19.10, 19.11, 19.12, 19.13, 19.14, 19.15, 19.16, 19.17, 19.18, 19.19, 19.20, 19.21, 19.22, 19.23, 19.24, 19.25, 19.26, 19.27, 19.28, 19.29, 19.30, 19.31, 19.32, 19.33, 19.34, 19.35, 19.36, 19.37, 19.38, 19.39, 19.40, 19.41, 19.42, 19.43, 19.44, 19.45, 19.46, 19.47, 19.48, 19.49, 19.50, 19.51, 19.52, 19.53, 19.54, 19.55, 19.56, 19.57, 19.58, 19.59, 19.60, 19.61, 19.62, 19.63, 19.64, 19.65, 19.66, 19.67, 19.68, 19.69, 19.70, 19.71, 19.72, 19.73, 19.74, 19.75, 19.76, 19.77, 19.78, 19.79, 19.80, 19.81, 19.82, 19.83, 19.84, 19.85, 19.86, 19.87, 19.88, 19.89, 19.90, 19.91, 19.92, 19.93, 19.94, 19.95, 19.96, 19.97, 19.98, 19.99, 20.00, 20.01, 20.02, 20.03, 20.04, 20.05, 20.06, 20.07, 20.08, 20.09, 20.10, 20.11, 20.12, 20.13, 20.14, 20.15, 20.16, 20.17, 20.18, 20.19, 20.20, 20.21, 20.22, 20.23, 20.24, 20.25, 20.26, 20.27, 20.28, 20.29, 20.30, 20.31, 20.32, 20.33, 20.34, 20.35, 20.36, 20.37, 20.38, 20.39, 20.40, 20.41, 20.42, 20.43, 20.44, 20.45, 20.46, 20.47, 20.48, 20.49, 20.50, 20.51, 20.52, 20.53, 20.54, 20.55, 20.56, 20.57, 20.58, 20.59, 20.60, 20.61, 20.62, 20.63, 20.64, 20.65, 20.66, 20.67, 20.68, 20.69, 20.70, 20.71, 20.72, 20.73, 20.74, 20.75, 20.76, 20.77, 20.78, 20.79, 20.80, 20.81, 20.82, 20.83, 20.84, 20.85, 20.86, 20.87, 20.88, 20.89, 20.90, 20.91, 20.92, 20.93, 20.94, 20.95, 20.96, 20.97, 20.98, 20.99, 21.00, 21.01, 21.02, 21.03, 21.04, 21.05, 21.06, 21.07, 21.08, 21.09, 21.10, 21.11, 21.12, 21.13, 21.14, 21.15, 21.16, 21.17, 21.18, 21.19, 21.20, 21.21, 21.22, 21.23, 21.24, 21.25, 21.26, 21.27, 21.28, 21.29, 21.30, 21.31, 21.32, 21.33, 21.34, 21.35, 21.36, 21.37, 21.38, 21.39, 21.40, 21.41, 21.42, 21.43, 21.44, 21.45, 21.46, 21.47, 21.48, 21.49, 21.50, 21.51, 21.52, 21.53, 21.54, 21.55, 21.56, 21.57, 21.58, 21.59, 21.60, 21.61, 21.62, 21.63, 21.64, 21.65, 21.66, 21.67, 21.68, 21.69, 21.70, 21.71, 21.72, 21.73, 21.74, 21.75, 21.76, 21.77, 21.78, 21.79, 21.80, 21.81, 21.82, 21.83, 21.84, 21.85, 21.86, 21.87, 21.88, 21.89, 21.90, 21.91, 21.

AUTOSPORT MARKET PLACE

Sports and Performance Cars 61-64 • Racing and Competition Cars 64-68 • Autosport Market Place 69-71

1963 FORD. Diesel engine, seven seat cab, 25 mpg, 65 mph. No HGV, C/W cooker, many spares, ramps etc. Take two cars. £250 ono. Tel: Brixworth 75597 (day). (37)
BARGAIN 4-wheel close coupled. 195 or made to your specifications. Tel: 01-804 1098. 263 High Street, Ponders End, Enfield, Middx. (37)

FORD DIESEL COACH. Cooker, sink, fridge, Taped, MoT. Carried formula Atlantic this year. £450 ono. Tel: Syd Fox, 01-454 0321. (37)

MARQUISS TRANSIT Custom built transporter, 16 ft walk through Luton body, 7 ft wide, full width rear opening door, side loading door, storage lockers, ramps, reclining seats, radio, etc. Fitted V6 3-litre engine. A must for the professional team. Just completed. M reg. £2,500 ono. Also Marquiss Ingot 16 foot platform transporter, ideal for racing or general motor trade use. Two available as stock customers own transports, also modified terms and exchange road cars. Marquiss Motor Co, Gorsebridge, nr Edinburgh. Tel: 20356 (STD 0875) or West Calder 515 (STD 050 487). (37)

SEDFORD CONVERTED RACING CAR TRANSPORTER. Mechanically sound, MoT April 1974. Only £175. Reg. Tel: 01-686 0769. (37)

TRANSIT LOWLOADER. 3 litre engine, Servo, new gear-box, ramps and winch, double cab, under 3 ton, resprayed, 1800. Tel: Staines 56452 evenings after 7 or weekends. (37)

SEDFORD COACH TRANSPORTER. Fully equipped, £300. Tel: Mr Andrews, Tel: Banbury 57890 (day), 52464 (evenings). (37)

F5000 F/ATLANTIC P3 FF professional team transporter. Excellent condition. Diesel. Good cruising. Beds, kitchen sink, plenty space for spares. Taped, insured, £500 ono. Tel: Farnsea 823164 (day), West Kingsdown 2665 (evenings). (37)

TYRES

AMERICAN made BF Goodrich tyres in stock. Low profile, 20 series and belted. Also the fantastic ultra wide T/A road/race radials. All tyres available in 13in to 15in sizes (special racers discounts). D.B. Motors of Leicester, Tel: 0533 892534. (TC)

FIRESTONE SLICKS. 832, 2 off 8.0 x 20-13, 2 off 8.0 x 20-13, near new, 16 each. Tel: Porters Bar 54361. (37)

ONE SET PART WORN DUNLOP CR2 INTERMEDIATES, 354 compound, 2 x 150/550-13, 2 x 250/600-13, 145 ono. Tel: Walsall 32003 evenings only. (37)

TWO DUNLOP RACING WET TYRES, 430/11.50-13. Used twice, 110 each. Three unused Pirelli Cinturato tyres, 185/70 HR13, 17 each. Tel: Spearmen, Weyhill 2667 (day). (37)

WANTED

PERFORMANCE CARS LTD (MG Agents) must buy sports cars now, stocks very low, if you have a car to sell telephones 01-560 7611. (TC/AW)

ALUMINIUM BONNET FOR MK I LOTUS CORONA. Also competition seats, magnesium wheels, 4-brake manifold for factory lightweight Elan. Tel: Maidstone 51714. (37)

F3 TYRES wanted. Tel: Chesterfield 72422. (37)

WHEELS & TYRES

2 BRABHAM 10 x 13 RIMS, 6 Brabham 12 x 13 rims, 1 set YB33 slicks 8.0 x 20 x 13 and 11.3 x 23 x 13, 2 sets 7.6 x 23 x 13 and 10.6 x 23 x 13 YB24 wets and slicks. John Sabourin 01-953 4840. (37)

WHEELS AND TYRES

FOUR 7J x 13 WOOLFERACE WHEELS for Porsche 911. £175. (37)

FOUR 7E x 13 PORSCHE 911 ALLOY WHEELS plus studs and spacers. At new, £300. (37)

LEOSPEED LTD.

7 Creeks Road, Sheffield. (37)

ONE SET (FIVE) Lotus Wobblly wheels, 4-bolt fitting, 11 x 6in, 2 Lotus F5000 15 x 12in, 3 March F1 15 x 10in, fitted with new YB18 intermediates 9.0/24 x 15in. Various Lotus 47 wheels. Tel: Mayfield 051-427 3300. (37)

FIVE MAG. ALLOY WHEELS to fit BMW 2500 range. Wheels only, 140 set. Tel: 0274 56165. (37)

FOUR NEW MGB Rostyle wheels. Wheels only, £30 set. Tel: 0274 56165. (37)

FOUR MAG ALLOY WHEELS to fit BMW 2002 range. Fitted part worn G800 rally specials, £40 set. Tel: 0274 56165. (37)

ACCESSORIES AND EQUIPMENT

Sports and Performance Cars 61-64 • Racing and Competition Cars 64-68 • Autosport Market Place 69-71

For further information on inserting advertisements on these pages

Ring: 01-636 3600

PORSCHE

SPARES

911/912/914 secondhand parts, body and mechanical, 911 megs etc.

AUTOFARM

88 High Street, Iwer, Bucks.
Tel: Iwer 1900 (day)
Toddington 2825 or 01-864 4176 (evening).

V.W. DERRINGTON LTD.

FOR ALL

WEBER CARBURETTORS

SALES AND SPARES
Manifolds, Air Trumpets, Air Cleaners, Gaskets,
D-Rings and Carburettor Units

158-161 London Road, Kingston 9621/2,
Surrey. (TC)



EXPORT SERVICE

We export standard parts, competition parts, cars and accessories for all British cars to any part of the world.

For further details please contact:

WOS MOTOR PARTS & ACCESSORIES LTD,
Coronation Road, Cresswell Ind. Est.,
High Wycombe, Bucks HP12 3RP, England.
Tel: (0494) 0494 High Wycombe 36191.

HOWE CAMS

EXHAUSTS WEBERS

Leading specialist for every make

JEFF HOWE EXHAUSTS

Rear Hollyville Cafe, Main Road,
West Kingsdown (near Brands Hatch)
Tel: 2347 (Kent)

Telephone: West Kingsdown
2271 and 3258.

ALL CAR EQUIPE (OFF. BRANDS HATCH)

KENT'S LEADING RALLY EQUIPMENT AND TUNING SPECIALISTS

Stockists of FORD AVO PARTS, REVOLUTION, COSMIC, MINILITE and WIDE STEEL WHEELS; WEBERS; INLETS; EXHAUST MANIFOLDS; UPRATED SUSPENSION LEGS; ADJUSTABLE SPAX; MODIFIED HEADS, CAMS FOR MOST CARS; ROLL CAGES, INCLUDING PIA, from £9.95. Full range of CORBEAU, CONTOUR, HUNTER SEATS, 25% OFF. Large stocks of RALLY and ROAD TYRES AT LOW PRICES. LEATHER HEAVY DUTY BEARING WHEELS from £5.

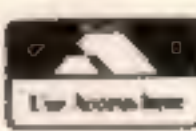
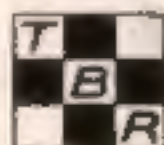
Main road,
West Kingsdown,
Surrey, Kent.

OPENING HOURS:

Monday to Saturday
8.30 to 7.00 pm.
Sunday morning,
10.00 to 1.00 pm.

E.A.E. for catalogue,
Main order and C.O.D.
service

All at discount prices.
(48353)



91 Cowleigh Road, Malvern, Worcs. Tel.: Malvern 4894

ENGINES and GEARBOXES

1275 engine, bored, reground crank etc	£75
970 '3', bored, heavy duty bearings, complete	£85
998 Cooper 1/2 engine, just rebuilt, Powermax pistons	£35
850 just built, large valve head, balanced, Duplex 1/gears, 510 cam etc	£55
Straight cut close ratio '5' gearbox, new gears	£65
850 gearbox	£28

SPECIALISED ENGINE PARTS

850 tufted crank, new	£17.50
1100 tufted crank, new	£17.50
1275 5-spoke tufted crank, new	£17.50
998 Cooper polished, stress relieved conrod, set	£12.50
Lightened and polished conrod/follower	£3
Lightened and tufted Duplex 1/gears and chain	£7.50
Steel centre main crank and b.t. bolts	£2.50
Lightened one piece cast flywheel, new	£10
Lightened backplates	£3
Lightened triangulated backplates	£10
WATER PUMPS IN LIGHTWEIGHT ALUMINIUM	
Large impeller	£3.50
Standard impeller	£3
15 row oil cooler plus base and fittings	£10
Black and silver unions for above	80p

'5' radiator, new	£12.50
2 up, 2 down rally lamp brackets	£3.50
Duplex 1/gear and chain set	£5.50
Dual brake master cylinder	£2.50
Cooper and 1100 dhw bearings with remote gear shift, to modify 850's etc	£14
Full harness seat belts	£6.50
Mielin brake drums	£7.50

CARBURETTORS and MANIFOLDS

Weber 45 + Group 1 inlet, new	£45
Weber 45 in MGB inlet, used once	£40
Single 1 1/2 in SU, new	£7
Single 1 1/2 in SU on steel inlet + linkage, new	£14
Pair 1 1/2 in SU's on manifold + air cleaners	£8.50
Cooper three branch exhaust, new	£5
3-spoke LCB, new	£30
Single steel inlet, new	£4.50

WHEN VISITING 'IN GEAR' ask to test the latest Dart Intercom Set, available for use with or without crash helmets. As used by top Rally Crews.

ALL GOODS LISTED ABOVE ARE SUBJECT TO 10% VAT

Carriage extra.

OPENING HOURS: MONDAY-SATURDAY inclusive 9 a.m.-6 p.m. SUNDAY 9 a.m.-1 p.m.

3 Firestone 11.3x23x13 R125 Intermediates, £10 each; 3 Firestone 7.6x22x13 YB24 Intermediates, £10 each; 4 Dunlop 185x550x13 CR88 wets, £40; 2 Dunlop 160x500x13 slicks and matching rears, £40 a set; 2 Firestone 12x24x13 slicks, used, £20; 3 Firestone 8x22x13 slicks, used, £20; 2 Goodyear 10x23x13 wets, used, £20; 2 Goodyear 8.2x19.5x13 wets, used, £20; Mk 9 Hewland gearbox, used once, £290. Also selection springs, damper units and steering racks.

TEL: COBHAM 5460

GARAGE CLEAROUT

1 reconditioned front mounted pump	£30
Stage 11 Ford 1200 head, complete	£15
1 4 bolt aluminium flywheel	£10
2 sets HEP racing pistons, studs 30 thou Alu/m (per set)	£12
1 Lucas competition distributor	£5
1 set rockers on steel pillars	£5
1 Cosworth rocker cover	£5
1 set (9) steel main caps	£4
1 set Cosworth short push rods	£2
1 repro clutch assembly	£4
1 comp side pressure pump and sandwich plate	£5
1 set 1130 polished and shot peened rods	£3
1 steel crankshaft pulley	£1.50
U2 Mk 6 nosecone	£5
U2 springs 180 rate (front)	OFFERS

TEL: COFHAM-ST-MARY 312.
(Open to offers on any of the above.)

CHASSIS SUPPLIERS GUIDE

MERLYN

COLCHESTER RACING DEVELOPMENTS LTD

Little Bentley,
Colchester, Essex
Tel : Great Bentley 307/535
Cables : Mertrace Colchester

MAKERS OF BEAUTIFUL BODIES SPECIALISED MOULDINGS LTD.

MANUFACTURERS, DESIGNERS AND
STYLISTS IN GLASS REINFORCED PLASTIC

Redwongs Way,
Huntingdon Trading Estate,
Huntingdonshire.
Tel : Huntingdon 53537-8.

ARCH MOTOR & MANUFACTURING CO. LTD.

REDWONGS WAY TRADING ESTATE

HUNTINGDON, HUNTS

Tel.: 0480 4502/51116

Specialists in the construction of both monocoque and tubular racing car chassis in production quantities.

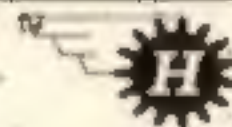
Complete sheet metal work and welded fabrication service to the motor and motor racing industries. Painting and stove enamelling. Chassis repair service.

GRAND PRIX METALCRAFT LTD.

Specialists in prototype aluminium racing bodies. Monocoque chassis, alloy petrol and oil tanks, aerofoils, Nascar fuel churns. Restoration of vintage cars. Argon arc and all types of welding and sheet metalwork.

RAPID MONOCOQUE CHASSIS REPAIR SERVICE

2/3 Thane Works, Thane Villas, London, N7
Tel : 01-609 0384



HEWLAND ENGINEERING LTD.

All Hewland gearboxes, Cortina limited slip differentials. Manufacturers of racing gearboxes for the motor racing industry. We can supply anything from a Formula Ford to a Group 7 gearbox. Contact us at:

Boyn Valley Industrial Estate,
Boyn Valley Road,
Maidenhead, Berks
Tel : Maidenhead 32033 (6 lines)

THE ABOVE IS ONLY INTENDED AS A GUIDE AND IS NOT A FULL LIST

Choose the shock absorbers
the champions choose- **ARMSTRONG**



Lotus fit Armstrong shock absorbers as original equipment on their high performance production cars. You, too can choose from the world's most complete range of suspension tuning equipment.

Armstrong Patents Co. Limited, Melton,
Yorkshire HU14 3HY England.
Telephone 0452 633311. Telex 52164.



Are you fast enough for a Fiamm air horn?

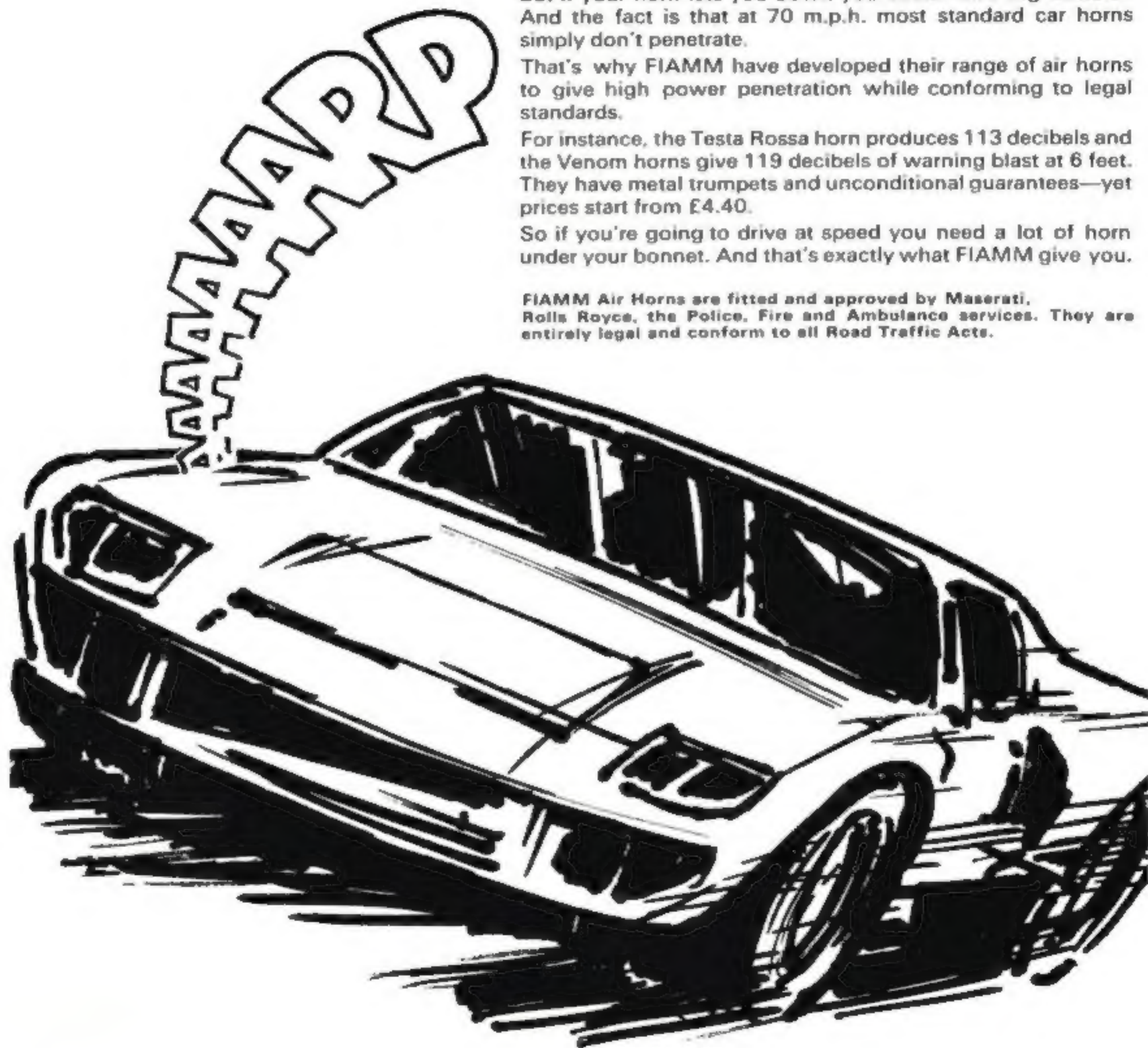
You might have big power, big acceleration, big braking . . . but if your horn lets you down you could have big trouble! And the fact is that at 70 m.p.h. most standard car horns simply don't penetrate.

That's why FIAMM have developed their range of air horns to give high power penetration while conforming to legal standards.

For instance, the Testa Rossa horn produces 113 decibels and the Venom horns give 119 decibels of warning blast at 6 feet. They have metal trumpets and unconditional guarantees—yet prices start from £4.40.

So if you're going to drive at speed you need a lot of horn under your bonnet. And that's exactly what FIAMM give you.

FIAMM Air Horns are fitted and approved by Maserati, Rolls Royce, the Police, Fire and Ambulance services. They are entirely legal and conform to all Road Traffic Acts.



FIAMM Air Horns—another accessory from



AUTOCAR MARINE & DIESEL COMPANY LIMITED, 5 STONHOUSE STREET, LONDON S.W.4.

Drive a Michelin.

It makes a good car better.



When you fit Michelin Radials to your car - no matter what make or model it is - remarkable changes come over it...

- in positive cornering
- in tidy acceleration
- in controlled braking
- in bitingly efficient roadholding

Fit Michelin Radials and improve your car's performance - and its trade-in-value - on the spot.

Drive Michelin Radials through the filthiest conditions - discover the confidence of their roadholding. For speeds up to 113 m.p.h. - drive a Michelin ZX. Up to 130 m.p.h. - XAS and in excess of 130 m.p.h. drive a Michelin XWX. Check with your dealer now.

For further information on Michelin Radials - the ZX, the XAS, XWX and XM+s write to: Technical Information, Michelin Tyre Co. Ltd., 81 Fulham Road, London SW3 6RD.



XWX

ZX

XAS



**MICHELIN
RADIALS**